

Manufacturers Record

Exponent of America



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Foreign Investments and Foreign Tourist Travel Carrying Billions of Dollars Out of the United States Into Foreign Lands— Is It Wise?

International bankers are apparently doing their utmost to cause hundreds of millions of dollars of American money to be invested in European securities of one kind or another. It may be said we are pouring billions of dollars into Europe, and the Manufacturers Record believes that many of these investments will never be paid. On the other hand, many commercial banks throughout the country are doing their utmost to persuade American people to visit Europe, sending to their depositors and others the most attractive letters and literature urging visits to different parts of Europe and the world in general. The international bankers get a heavy commission from European money borrowers; the commercial bankers engaged in directing tourist business get a heavy commission from the steamship lines with which they are co-operating.

Broadly speaking, therefore, it may be said that the banking interests of this country are to a large extent using their power to send money out of America and into Europe and other parts of the world. It has been estimated that 500,000 tourists this year went from the United States to Europe, leaving abroad probably \$700,000,000 to \$800,000,000, while other hundreds of millions are being sent to Europe through international bankers by American investors. The aggregate amount that we are thus putting into Europe is staggering.

The foreign steamship lines which were mainly responsible for developing our enormous immigration business prior to our restrictive immigration legislation, now finding but little immigration business as compared with former years, are turning their attention to the development of tourist travel. They are publishing the most glowing pictures and literature of all kinds about foreign countries. These steamship lines are spending fortunes upon this tourist travel publicity. Monthly magazines describing the opportunities for seeing things in Europe and elsewhere are distributed widely, free of cost. The most alluring pictures of the charms of these foreign countries and the opportunities for travel under the most delightful circumstances are glowingly printed.

In the meantime, as American railroads pay nothing to the commercial banks for helping to develop tourist travel in America and are making no such tremendous efforts in this direction as are the foreign steamship lines, we are sending our people abroad by the hundreds of thousands and our money by the millions. Is it wise? Is it not time for very serious consideration on the part of the business men of this country to study this question from the viewpoint of national welfare, present and future? Most of these steamship lines are owned abroad. Many of these companies are building magnificent floating palaces, surpassing anything ever before seen on the high seas and with every imaginable luxury. There is a glamour and romance attached to these foreign tours which appeal to many people, but is it quite fair to the country for the bankers, international and commercial, so greatly to extend their efforts as they are doing for their present profit, and thus drain this country annually of billions of dollars?

In the meantime what will American railroads, and tourist States and cities do to develop the tourist business at home?



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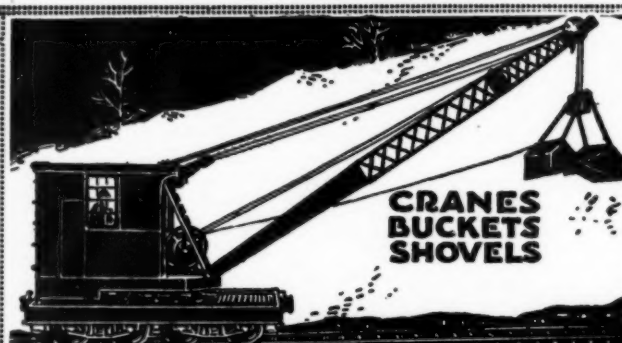
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Tariff Protection Essential to American Prosperity.

"ONE of the underlying principles of our prosperity today is high wages. High wages can be paid because of a large volume of production." This statement in a letter from W. H. Pouch, president of the Concrete Steel Company, New York, serves to emphasize what this paper has for many years been insistently preaching.

We believe in high wages, but we cannot in this country maintain high wages if our business interests permit national, State or municipal officials to purchase important building material from foreign lands merely because they can secure foreign goods at a possible slightly lower price than American goods. It is only a repetition of the old saying attributed to Lincoln, that when we buy rails abroad, Europe has the money and we have the rails; but when we buy rails in America, we have both the rails and the money.

Every class of people in this country, whether they realize it or not, is vitally interested in the maintenance of our prosperity based so largely on high wages; and high wages cannot be maintained except through a protective tariff. The old fetish of free trade should no longer be worshiped by any political party. The tariff is pre-eminently an economic measure, and where the tariff is high enough to protect us against heavy importations of foreign goods made by pauper and near pauper labor, high wages can be maintained, but not otherwise.

The vegetable growers of Florida and Texas are appealing for protection against the importations of foreign tomatoes and other vegetables. The peanut growers are eager for a tariff against the peanuts of the Orient. And so, one by one, the farm interests of the country are coming to realize the need of a protective tariff on their interests, and in this respect are standing side by side with the other industrial interests which need a protective tariff. But in many things our tariff is not high enough. On some things there is no tariff protection. We are flooding our country with foreign made cement and steel, to the serious disadvantage of American made cement.

Against this movement there is developing a very active opposition in some Southern States where highway commissioners have unwisely bought foreign cement for public work. Steel products also are being poured into this country in an increasing quantity. Especially is this true at Gulf ports, where vessels coming for cotton and other export products bring foreign materials at a very low freight rate, and sometimes almost as ballast. Our railroads thus lose the traffic they should have, our industrial interests lose the business that they should have and our laborers are forced out of employment; and to maintain our prosperity we must be able to employ our people fully at high wages.

Our farmers are as vitally interested in a protective tariff as are our manufacturers. The laboring men have no

assurance of employment or of good wages except through a protective tariff, and the great consuming population of the country is as much interested as are the farmers, the laboring men and the manufacturers themselves, because lessened prosperity and lower wages would mean not prosperity, but increasing poverty for all the consuming population of the country.

Mr. Pouch in writing to the MANUFACTURERS RECORD discusses the whole situation very forcibly. In the course of his letter, he says:

"Undoubtedly, the tariff question is going to be brought to the attention of the American public very forcibly in the next few years. There is a close connection between the foreign debt and the tariff question and, as the foreign debt has not been definitely settled, the tariff question has not been definitely settled. Some people may think that the foreign debt question is a closed book, but I am led to believe that many other people are convinced that this question will have to be reopened when the full payments come due from Germany. If the foreign debt to the United States is to be paid, it must of necessity be paid in merchandise and not in gold. Therefore, we must determine whether we are going to sacrifice American industry and collect the foreign debt, or whether we will sacrifice the foreign debt and protect American merchandise. I hope the day will not come when American citizens forget to protect prosperity in America for a few million dollars that they might collect annually from some of the foreign countries.

"Even with the high tariff duty that we have today on steel products, the steel mills of France, Germany and Belgium are exporting considerable steel to the South and the Atlantic Coast cities. This tonnage is growing larger from month to month and, while it is not very large at the present time, its continued increase will in a year or so be a serious menace to the American steel mills supplying the Gulf cities and the Atlantic seaboard cities. There is no chance of the American steel mills meeting foreign competition.

"Shortly after the war closed the foreign mills sent representatives over to this country to investigate the great strides we had made in manufacturing steel. They returned to their respective countries and, I am told, installed the latest labor-saving devices in their plants, and with cheap labor, in addition to up-to-date machinery, they are producing steel cheaper than it can be manufactured by our own wonderfully equipped steel mills. Of course, cheap transportation must be supplied between Europe and the Atlantic seaboard cities, and with the advantage of cheap ocean transportation rates there is no doubt that steel can be, and is being, shipped from Europe to our Atlantic Coast cities cheaper than it is being shipped from the Pittsburgh district to such cities. On account of these factors, many steel products can today be bought cheaper in certain localities of our country than the American mills can afford to sell them for and maintain the present high standard of American living.

"Many of our engineers and large contractors are being

confronted with the temptation of buying foreign steel. Some of them feel that they have no obligation to purchase American products if a foreign product can be bought cheaper. Personally, I cannot see this argument, because I believe there are other things to be considered than price. One of the underlying principles of our prosperity today is high wages. High wages can be paid because of large volume of production. Conversely, if our cities, counties and States are going to use foreign steel in their subways, road construction and municipal buildings and our large engineers are going to advise owners to use foreign steel in their large engineering projects, then the domestic volume is going to decrease, the manufacturer is not going to be able to employ as many men and the American workman is not going to have as much money to spend, all of which will have a tendency to decrease our prosperity. Therefore, I believe it is the duty of everyone who is purchasing merchandise in reasonably large quantities, to use the merchandise close at hand and not patronize foreign markets.

"Leaders in the steel industry were recently quoted as saying that this industry was not earning for its capital invested more than that which could be earned on a Government bond, which means, of course, that profits in the steel business are very small. If the importation of foreign steel is allowed to increase from year to year, these profits will get smaller before they get bigger. Today foreign steel is a serious factor in Texas, New Orleans and the large cities of the Atlantic seaboard. Something should be done to stem this tide. I believe that if our leading magazines, such as the MANUFACTURERS RECORD, could only bring the entire question and its consequences before the American public, we will be able to remedy the evil before it brings on dire consequences."

GOVERNMENT COMPETITION WITH PRIVATE BUSINESS.

EFFORTS to pry the United States Government—the greatest business organization in all the world—out of unfair competition with private industry on at least one line are to be renewed by the legislative committee of the National Editorial Association, which has opened a campaign for legislation to compel the Government Printing Office to stop furnishing "special request" stamped envelopes to private customers. The committee has no objection to the printing and sale by the Government of plain stamped envelopes or stamped envelopes with a skeleton return form in the corner; but it does protest against the Government entering into competition with private printing concerns, by additional printing.

First citing the fact that a bill to this end, introduced by the late Senator Cummins of Iowa, failed of passage in the last Congress only through the closing filibuster in the Senate, the committee announces its intention to seek such legislation in the incoming Congress. In the meantime, it is explaining the situation to business and financial groups of every nature.

"The users of stamped envelopes protest vigorously when the Government interferes with their business, but go right on patronizing the Government," says the committee; and, to chambers of commerce and business houses: "It is obvious that if the Government manufactured articles in your line and sold them to the public at prices your firm could not meet, you soon would become vitally interested in opposing Government competition; your firm pays commercial prices for every other commodity produced in this community, but turns to the Government to supply the printing of envelopes that are available from your home town printer at fair prices and immediate delivery."

Fair-minded persons will wish this movement all success for two reasons: Such success will relieve private industry in one line of the injustice and burden of Government competition; and success may prove the entering wedge in a great national movement to pry the Government out of all competitive business of an innately private nature.

THE NEGRO APPARENTLY NOT WANTED IN PHILADELPHIA.

AN interesting phase of the race question is brought again to the front by a statement made by Judge Edwin O. Lewis of the Philadelphia Common Pleas Court, in which, referring to the heavy influx of negroes and of undesirables from Europe, he said that, unless this movement was checked, "large American cities will be unfit to live in in the next 10 years." In addressing the October term of the Grand Jury, Judge Lewis, according to Philadelphia papers, said:

"It is amazing to appreciate the great number of members of the colored race who are charged with crime. Apparently, 70 to 80 per cent of persons held in prison charged with crime are colored persons. I believe that this is due to the indiscriminate migration from the rural sections to the large cities.

"I believe that large cities should have a right to say who shall enter their confines; otherwise, Philadelphia and other large cities within the next 10 years will not be fit to live in. Some sections of them are not fit to live in now."

Continuing, Judge Lewis added:

"Day after day, negroes have been brought from the county prison to appear before me charged with carrying concealed deadly weapons—negroes from the farms, from the cotton fields, many of whom have come here only recently from the South. They do not understand the ways of a big city, do not have proper living conditions, no place to work, and the first thing we know they have bought a knife or a gun and begin drifting around like helpless children in a great city.

"I believe the large cities should have a right to say who shall enter into their confines. I believe you have during your five weeks of service learned something that has amazed me, and that is the great number of members of the colored race who are charged with crime."

This fear of a heavy negro influx into Philadelphia is simply in harmony with the situation in New York, Chicago and other large Northern and Western cities. In the South, the negro is understood. There he is better treated than anywhere else. Many people in the North have a sentimental regard for the negro while at a distance, which they lose when they come in close personal contact with them. The people of the South do not so regard the negro.

Many years ago, when the town of Fitzgerald, Ga., was established by a colony of Grand Army Union people, negroes were forbidden to live in the town and for a while no one was even allowed to employ a negro. In two or three other towns in the South, established and almost wholly inhabited by people of Northern or Western birth, negroes are not allowed to live in those communities, but must live on the outside or on the outskirts, entirely away from the white population.

The South understands the negro to a far greater extent than does the North or the West. They know the negro's good points and they know his weak points. They deal far more leniently with him and his failings than would the people of other sections. Here is a true story which illustrates how the people of the South feel toward the negro.

In a Georgia village, an old negro had long been employed on a certain plantation. He was a notorious gambler; he gambled with dice, he gambled with cards and in every other way. He was repeatedly arrested, but his employer, a planter, in order to keep him out of jail, would always pay the old man's fine. Finally, however, he told the negro that never again would he pay his fine if he was caught gambling, thinking in that way to break him of the habit.

A few days after that, a son of the planter, who was living in Macon, received a telephone message from the sheriff of the county stating that the old negro had again been arrested and was anxious for the Macon man to come up and save him from going to jail, as his employer would not do it. Disliking to see the old fellow sent to jail, the Macon man jumped into his car, drove 50 miles to the jail, saw the old

man in the Courthouse enclosure and said: "Come on in, Jim, plead guilty and I will pay your fine, because I am in a big hurry to get back to town." The old negro said: "Marse Williams, I ain't going to plead guilty. I never did plead guilty and I ain't going to do it now." The Macon man said: "You know you are guilty and you know you were caught gambling with cards." "Well," said the old negro, "I ain't going to plead guilty." So, the Macon man led him inside and said: "Come on, have your trial and I will see what I can do."

The old darky was put on the witness stand. He swore that he had never gambled in his life and that he didn't know one card from another, and just then the prosecuting attorney, seeing a pack of cards on a nearby table, reached down and grabbed one and shook it in the old man's face, and it happened to be the queen of hearts. "What is that?" sternly asked the prosecuting attorney. The old darky looked at it a minute and said: "Fore the Lawd, that's a picture of my old missus." Though the Judge and jury knew that he was guilty, they all burst out in a laugh and dismissed the old man.

It is leniency of this kind with which the people of the South are constantly treating the negro, understanding fully all his good qualities and all the evil qualities of some of the evil characters, knowing full well that as a race he is as yet an infant in race development. He has the qualities of childhood, prematurely alert and active in many respects, and often dull and heavy, but as a race he must be treated as a child and given every opportunity for advancement. The South is doing its utmost to educate and develop the negro, but knowing the negro race as a race it is determined that white supremacy must exist for the existence of the South itself.

Philadelphia, New York and Chicago may well be disturbed by the heavy influx of negroes, many of them of the lower classes, into those cities, but what can they do about it? They cannot prevent their coming.

MUST "BE UP AND DOING."

J. M. MALLORY, general industrial agent, Central of Georgia Railway Company, in the course of a letter to the MANUFACTURERS RECORD says:

"You will remember that the decentralization of industry was the subject of a special conference of the Chamber of Commerce in Washington last March. The cement industry, the Ford Motor Company, Sears-Roebuck & Co. and the General Motors are among the large concerns which have recognized the advantages and necessities for decentralization to supply their growing trade. The South has attracted and is attracting its share of these branch plants, but I doubt if our cities and sections generally realize the urgent and important necessity for exploiting their advantages in attracting these plants. Once established, they are permanent; so we all should be up and doing."

The views expressed by Mr. Mallory about the tendency to decentralization are worth studying. This paper has for years been advocating this decentralization, not only for great industries through the establishment of branch plants, but, also, in the establishment of small plants in the smaller towns and villages of the country. The trend is away from the great congested centers into the smaller towns and country districts. It will make for the betterment of all interests and should be encouraged in every way possible.

Mr. Mallory makes another good point when he suggests that the cities and the South at large have not yet fully appreciated the necessity for going after these branch plants aggressively and capturing them. Many a great industry, which has not yet, perhaps, even given any serious consideration to the establishment of branch plants could be induced to study the matter and to decide favorably for locations in the South, if the matter were adequately presented.

DANGER OF RED TEACHINGS IN OUR SCHOOLS.

A LEADING business man who travels much and studies all phases of American life, in the course of a letter to the MANUFACTURERS RECORD says that a number of national industrial organizations "are really fearful of the growth of Red conditions in the South. Mississippi, Florida, Arkansas, Oklahoma and Missouri in particular are in a very bad way; teachers in the public schools are teaching bolshevism and similar heresies, and bolshevism is rampant. There is talk of forming an organization to combat this movement, and I hope the MANUFACTURERS RECORD will devote itself especially to the subject."

We are not surprised by this statement. We have long seen indications of a spirit of this kind in parts of the South. In some public schools in the South, as well as in colleges, there is a pronounced spirit of socialism, or communism, or bolshevism. But, even worse than that, there are indications here and there that in some Southern colleges are found conditions somewhat similar to those which are commanding such serious thought of serious-minded men and women as to what is taking place in many Northern colleges, and more especially, we believe, in colleges for young women.

We have recently received from a man who has been studying this matter a large number of quotations from books which are found in the libraries of many colleges, in some in the South, as well as in the North, and which, in part at least, are used in the teaching of sociology and so-called psycho-analysis. These quotations are so vulgarly vile that if any newsstand carried newspapers or magazines that printed stuff of that kind the owners would be driven out of town by an enraged public sentiment. How these books have ever been permitted to go through the United States mails we are at a loss to understand. Perhaps the trustees and the executive managers of these institutions may plead ignorance as to the contents of these books, but surely a duty rests upon them to know what books are in the libraries and open to the study of young men and young women. Some of the teachers claim that books of this kind are needed in the study of the problems connected with psycho-analysis and sociology. If that be true, then infinitely better would it be that such teaching should be banished from every institution of learning.

Some years ago a Baltimore minister was asked to join in an invitation to a noted and somewhat notorious evangelist to come to this city and hold evangelistic services. This evangelist was known as a man of great ability, but many times coarse, common and vulgar. The minister to whom this request was made declined to sign the invitation. He was asked: "Do you not want your people to be revived?" And he promptly replied: "Not if they have to wade through mud and filth to get there."

If it is necessary in a college education to wade through the mud and filth and obscenity to be found in the long list of books furnished to us and from which extracts have been taken, then it would be infinitely better that young women and young men should grow up without a college education.

A few days ago a good woman whose daughter, trained in religious lines of thinking, returned from college an avowed atheist, said to a friend: "If I had a dozen daughters, I would never let another one of them go to college."

In some of our educational institutions, rank atheism is taught. Some of the professors are avowed atheists. Young men and young women at an impressionable age are sent off to school and, coming under the teachings of such men, necessarily are impressed by the doctrines taught, and many of them soon lose all faith in which they had been reared at home.

Many times in the last eight or ten years the MANUFAC-

TURERS RECORD has said that the atheism and similar doctrines which have come out of German universities and been adopted by American colleges, and sometimes by American ministers of the Gospel, would in the end prove a far greater curse to the world than that awful curse which Germany brought upon the world in beginning the World War and in all of the atrocities connected therewith. Our American educators have to too large an extent swallowed the doctrines of some of these German atheists and the teachers of psycho-analysis, using the very books which have been put forth by German writers with all their dirt and filth.

No wonder bolshevistic activities are spreading even into some Southern educational centers. The warning which this business man, from whom we have quoted, gives is worthy of careful study. It comes from a man who has gathered his information not only by personal investigation in the South, but also from information furnished to him by many of the great national business organizations which study every problem of this kind as bearing on the future of their own business and the future of America. Some of them are genuinely alarmed at the spread of this Red doctrine in Southern schools.

The teaching of atheism and of bolshevistic doctrines against the very sanctity of life and all that people have called holy is one of the insidious ways in which the fomenters of this Red movement are seeking the eventual breaking down of the American Government. We are not alarmists. On the contrary, the MANUFACTURERS RECORD has faith in the good sense of the American people when they are fully aroused to any danger which confronts them. But we do know that these doctrines are spreading, and that the American people must awake to that fact in order to make some pronounced movement in the opposite direction.

Another letter bearing on the bolshevistic teaching in many of our schools comes from one of the leading business men of West Virginia, who presents the matter so strikingly that, though his letter was purely a personal one and not intended for publication, we are taking the liberty of using it, without, however, giving his name. The facts presented are of startling significance. He writes:

"I am as sorry, as I am sure you are, to be forced to the conclusion that I have come to in regard to the trend of the times, but I am very glad that a man in your position and with your wide vision concurs with me in my views.

"I note what you say about the effect on the young, caused by the teaching of socialistic doctrines in our institutions of learning. This is apparent on every hand. One of the advantages of living where I do is that I come into close and immediate contact with the working man, with the schools and with the beginnings of the machinery of Government.

"The vileness which is being taught in the books of Freud is not doing so very much harm, in my judgment, as the gradual breaking down of the character of our young people by teaching them that they can achieve without work. The educators, who have assumed an attitude of superiority and treat the business men in a condescending and patronizing way, have taken the bit in their teeth, doing what they think is right, instead of educating the child in such way as to prepare him for business life. But, worse than that, they do not educate the child so as to prepare him for life in a general way, because the child is taught that desirable things can be achieved, such as learning the multiplication table, or learning the true theory of decimals, without labor. There is no school of economics which has ever succeeded in giving something for nothing.

"The young people could resist the vileness of the literature to which you refer, some of which I imagine I have read, as, for instance, Psycho-Analysis, if the unfortunate thing had not occurred of having the educators and parents teach them to break down all resistance to any impulses. As they

stand today, they lack that strength which the exercise of self-control would have given them. They have been taught to yield to impulses, and not only read improper books, but also follow out, in the pursuit of pleasure, the suggestions which are contained therein.

"If I grasp the teachings of Jesus Christ, they can be epitomized as being the doctrines of self-control, self-restraint and a sense of mutual obligation, and He strongly taught that the first step towards happiness was the mastery of self. It is upon these theories that our civilization has been built, and it is upon the doctrine of Jesus Christ that our Government was formed. When we lose those fundamentals, our whole system must break. I regret to say that I have almost come to the conclusion that we are drifting back to barbarism.

"It has fallen to my lot, recently, to be called upon to study the text books which are being used in our institutions of learning, which teach theories that are subversive of economics as we were taught them and of the Government of our country. This is a big task, but, when it is done, we will have accomplished it, and I am amazed at the results which have developed thus far."

TEXAS AND ELECTRIC POWER.

BACKED by incontrovertible corroboration in cold figures, John W. Carpenter of Dallas, president and general manager of the Texas Power and Light Company, credits much of the prodigious industrial development of Texas to the availability and use of electric power, and indirectly shows that, while increasing demand stimulates the electric power industry, continuing expansion of such facilities, conversely, increases the demand. And on such sound reciprocity is the present constructive development of Texas largely founded.

With the monthly extension of high power lines carrying with them new life to community enterprises, stimulation of this community life and the founding of new communities develop coincidentally. As Mr. Carpenter puts it, "Electricity is pushing Texas and Texas is pushing electricity forward."

So it is that in the year of 1926-27 Texas advanced from eighteenth to fourteenth among the States as a consumer of electrical energy; that in comparison between April of this year with April of last year electrical production in Texas increased 28 per cent, as against 10 per cent for the United States taken as a whole; that between 1920 and 1926 the electrical production of Texas increased 120 per cent, and in the entire country 69 per cent.

That is a slight sketch of the past; Mr. Carpenter and his company and Texas are looking to the future; so, says Mr. Carpenter:

"Profiting by the experience of older States, our companies have built facilities for larger and more rapid expansion, so that whatever may be the growth of the communities which we serve, industries of all kinds may be assured of immediate electrical service."

Well may the phrase be noted, "industries of all kinds"—nothing in his statement is more significant. Preparation for great growth is not to be confined to present lines of industries in the State, but is designed for any and all new natures of industries which may spring up at any time. Expansion of the present textile industry will find the electrical production companies prepared to meet it; but, beyond that, if and when great automobile factories or assembling plants turn to Texas, or other great industries, they will find facilities ready to their needs, to start them off promptly and on the right foot.

Beside such constructive plans and utterances, statistical figures of the past and present become of little moment. Texas is materially blessed in the magnitude and character of its power companies; the electrical production industry has been wise and happy in its selection of Texas as a field for its enterprise.

GOVERNOR SMITH SEEMS TO HAVE MADE A BAD BLUNDER ON THE INHERITANCE TAX MATTER.

DISCUSSION of the attitude of Governor "Al" Smith in regard to the principle and practice of the Federal inheritance tax hardly is clarified in a letter by Governor Smith to Charles D. Gwynne, executive vice-president of the New York State Chamber of Commerce, quoted by Governor Smith in recent correspondence on the subject with Peter O. Knight of Tampa, Fla., a leading business man of the South. In view of the possibility that Governor Smith may be the Democratic party candidate for President and of the actual fact that the South will have an influential voice in selecting that party's candidate, Governor Smith's true views on the Federal inheritance tax are of real moment.

In this letter to Mr. Gwynne, November 4, of this year, Governor Smith says:

"It is a matter of record before the Ways and Means Committee of Congress in the minutes of the hearings held in 1925 that my position at the time was correctly represented.

"At this hearing, Commissioner Mark Graves of the Tax Commission stated (page 383) that he represented the Tax Commission of New York State and the Governor, in expressing the opinion that the Federal Government should abandon the field of estate taxation at the end of a six-year period, which would make the date of abandonment 1931. To that same committee, it was reported that the Governors of 32 States, including myself, at the Conference of Governors held in June, 1925, passed a resolution calling for the repeal of the Federal Estate tax.

"If I were convinced that the State had accomplished now what it was sought to accomplish by the delay of six years, I would favor its repeal now. As a matter of State rights, I am against the Federal Government reaching into the States for revenue where a considerable number, or practically all, are deriving revenues from the same source of taxation."

Either Governor Smith is not entirely frank and ingenuous, or he is not posted, as he should be, on the reason avowed by Congress for continuing that tax for six years and the permissive condition under which its repeal may be considered at the expiration of that period.

"If I were convinced that the State (that is, the United States) had accomplished now what it was sought to accomplish by the delay of six years, I would favor its repeal now," says Governor Smith.

What is it that the United States, through its Congress, is "seeking to accomplish" by the delay of six years? Representative Cordell Hull, a leading member of the Ways and Means Committee, thus explained it on behalf of the committee and Congress at a hearing on the Federal inheritance tax, the other day:

"The idea is to make estate taxes uniform throughout the country by causing all the States to enact identical measures."

That is, far from abolishing the principle and practice of the Federal inheritance tax, Congress merely proposes to coerce the 48 States "to enact identical measures," so that, for instance, Maryland will not pay the Federal Government a tax of \$41,500 on a one-million dollar estate, while Illinois pays the Federal Government only \$8300 on an identical estate. Such inequalities are to be balanced by the States, themselves, on coercion by the Federal Government through Congress; the principle and the practice will remain unchanged.

Was not Governor Smith informed on this when he went on record, through the New York State Tax Commissioner, as feeling that "the Government should abandon the field of estate taxation at the end of a six-year period?" What, did he think, was the object of continuing it for six years and then "abandoning" it? If the principle and practice were

legitimate for six years, why not for a long, indefinite future?

"The idea is to make estate taxes uniform throughout the country by causing all the States to enact identical measures" within the six-year period, says Representative Hull for the Ways and Means Committee, and the Ways and Means Committee says it for the Congress.

Well may former Judge Oscar Leser of Maryland say, as he did to Mr. Hull and the committee: "We are running our State and we don't want Congress to tell us how we must raise taxes which we don't need and don't want." And, still better:

"What would you say of a bill that fixed the tax rate in Maryland at 5.15 and in Illinois at 0.83, which is the effect of your plan? If you can do that in inheritance taxes, you can do it with the tariff or the income tax. It will be setting a dangerous precedent."

Governor Smith's views on the Federal inheritance tax are of legitimate interest to the South. They hardly will be clear until he explains whether he knew the object Congress had in mind for the six-year period, when he proclaimed his acquiescence to the continuance of the Federal inheritance law for that length of time. Was he in favor of compelling the States against their will to pass uniform inheritance tax laws? or, did he simply make a bad slip in the letter from which we have quoted? He claims to be against the Federal Government in this matter, and yet he approved of the operations of this bill for a six-year term, though the object of the bill was literally to bulldoze States to have an inheritance tax.

As Mr. Knight well says in a note to the editor of the MANUFACTURERS RECORD:

"The Federal inheritance tax has ceased to be a revenue producing measure. It is simply a regulatory measure, and Congress ought to treat it on its merits and not in a spirit of spite work."

And so it is that he writes in another letter:

"We did not amend our (Florida) Constitution in 1925 for the purpose of prohibiting future legislatures from levying an inheritance tax in order to induce the rich people of the United States to come to Florida. We passed this constitutional amendment simply to emphasize the fact that we did not have and did not need a State inheritance tax at any time. This State never has had any income or inheritance tax; does not need any, and the people are opposed to it.

"We think in a matter of domestic taxation that each State ought to be permitted to raise its revenue as it sees fit. That is Democratic doctrine, and I am a Democrat. That seems, moreover, to be the doctrine of most of the people of the United States, irrespective of whether they are Democrats or Republicans."

Why, asks Mr. Knight, has the Federal Government waited six years from October, 1925, to withdraw from this field of taxation, its purpose being to coerce Florida into levying a State inheritance tax, and Florida having officially declared that it never will do so? Why prolong the agony? he asks.

Incidentally, in desire to get the benefit of the 80 per cent rebate of the Federal tax, the State of New York raised the maximum of its own inheritance tax from 4 per cent to 20 per cent, with a provision that the 4 per cent basis would be resumed if the Federal inheritance tax be abandoned. So, "Florida can stand the gaff just as long as New York can—but, why punish our citizens unnecessarily?" asks Mr. Knight.

The Federal inheritance tax not only is unnecessary in a negative sense, as producing, according to Secretary Mellon, revenue so relatively small that it could be dispensed with in easy fashion, but also it is iniquitous in a positive sense, as suppressing individual States in the exercise of their own will and as applying coercion to each and all the 48 States, to force many to extort taxes which as Commonwealths they neither want nor need.

WILLIAM J. CASEY ELECTED PRESIDENT OF THE CONTINENTAL TRUST COMPANY OF BALTIMORE.

WILLIAM J. CASEY was elected president last week of the Continental Trust Company of Baltimore to fill the vacancy caused by the death of S. Davies Warfield, who founded the company nearly 30 years ago, Mr. Casey becoming connected with it first as assistant to the president. During his 22 years in the company Mr. Casey advanced steadily from one responsibility to another and has for several years been senior vice-president, the duties of which post include many executive responsibilities so that he is abundantly qualified for the post of chief executive of the organization. Before his entry into active financial work Mr. Casey was a newspaperman, first with the MANUFACTURERS RECORD, coming to the paper when a mere boy and steadily advancing by his own merit and energy. Later on, seeking daily newspaper work, he went to the Baltimore Sun and was later with the Baltimore News, from which he later resigned to go with Mr. Warfield. His election to the presidency was unanimous.

FOREIGN COMPETITION INVADING AMERICA.

ONLY infrequently does the MANUFACTURERS RECORD resort to "the deadly parallel," but so closely related are recent articles in the New York Herald Tribune and Commerce Reports of the Department of Commerce that they are quoted herewith in comparison. The newspaper article carries the caption, "Gain Reported by German Electrical Goods Workers," and the Department of Commerce article is titled, "United States Exports of Electrical Equipment Decrease."

First citing cable reports of "improvement in the electrical manufacturing industry of Germany" as indicated by the Siemens companies, which include two of the world's largest manufacturers of such equipment, the Herald Tribune says that "sales during the current year have continued the expansion started in 1924 and unfilled orders are about 46 per cent greater than at the same time last year."

Moreover, adds the article: "An increase is also reported in export business comparable with the increase in domestic business. Both the Halske and Schuckertwerke (Siemens) plants are working to capacity, with sufficient unfilled orders to occupy them for a number of months ahead."

On the other hand, Commerce Reports says: "Foreign trade of the United States in electrical equipments during September showed a decrease, the value of exports amounting to \$8,233,537, as compared with \$9,430,066 for the corresponding month of last year." Two "important decreases," it adds, were registered in shipments of bare copper wire and insulated copper wire and cable.

And to what is to be attributed very much of this gain for Germany?—and, no doubt, proportionate shrinkage in American export business. Says the Herald Tribune article:

"Extensions and improvements in (German) manufacturing, financed through the aid of American loans, have been largely completed, with resultant improvement in costs, which has tended to offset increased wages. During the year the (German) companies acquired a turbine factory and plant for electro-technical manufacture, which is now being more fully equipped. Cable advices indicate broadening and profitable activity not only on the part of these two companies, but also throughout the entire German electrical manufacturing industry."

"Financed through the aid of American loans"—that is the explanation in a nutshell; explanation for the expansion and prosperity of not only the German electrical manufacturing

industry, but also for many other German industries which come into direct competition in the United States and in Europe with American industries—also, for costly competition from other countries, too.

American "international bankers" have "earned" huge commissions by inducing American investors to promote foreign competition with American industries through American money—loans to an aggregate of over \$12,000,000,000 so far. Further, they are working for foreign payment of American loans and interest through the plan of reducing the American protective tariff and so throwing American industries open to still further and still greater competition in the United States by foreign industries.

It is high time that American industries, through their two great components, capital and labor, unite to repel successful invasion of the United States by near-pauper foreign labor and by foreign capital advanced by American investors.

WHO BREAKS THE COTTON MARKET?

REFERRING to the price of cotton, S. S. Dunlap, in the Charlotte Observer, says:

"The next time you hear any one preaching the law of supply and demand tell him it only works when the supply is great. It's no good when the supply is limited. Especially when England has foresight enough to hedge about in July, and tell the American cotton raiser what he can get for his cotton in November."

It is true that English and other foreign buyers are always alert and often beat American mills in buying cotton, as they bought tremendously last year when prices were low. But, if rumors are true, some New York speculators are mainly responsible for recent declines in prices of cotton. Rumor says that, having bought enormous quantities of spot cotton at low prices, they are able to break the price by throwing this low price cotton on the market whenever prices start to rise. Years ago, it was commonly reported in New York that one big cotton house had threatened to break anyone who "bulled" cotton.

It is a well-known fact, often published by the MANUFACTURERS RECORD, that when the American Cotton Company introduced the round bale, which was a vast improvement over the old barbarous square bale, the vested interests in compresses, in cotton speculation and apparently in railroads, also, made such a tremendous fight financially and in legislatures that they caused the bankruptcy of the company and of John E. Searles, the president, though in the third year of its business, the company marketed over 900,000 round bales. New York speculators, therefore, have probably done the cotton growers even greater harm than English buyers, great as has been the fight of England against a living price of cotton.

FOREIGN INTERESTS COMBINING TO CAPTURE WORLD TRADE.

MOST recent, as this is written, of the great foreign combinations organized and organizing in concerted rivalry with American industries is an alliance between France and Germany in a chemical cartel of tremendous proportions. So far has this advanced that the terms of their mutual operation in foreign markets already have been put partly into effect, says a copyright despatch to the New York Herald Tribune from Paris.

"Especially as regards the apportionment of markets for silks and dyestuffs, the producers of the two countries have come to definite terms," says the cable, and adds "The

establishment of the cartel, in conjunction with the Anglo-German chemistry agreement and the liaisons now in process of perfection between France and Great Britain, will ally the three greatest European producers of chemicals."

And, beyond the apportionment of markets, price fixing is outcropping since the establishment of the cartel and common price levels have taken form since the cartel went into active operation. Quotas in relation to dyestuffs have been adopted and "presumably, the methods of determining these quotas will be applied to other products affected, on the basis of production, exports of 1926 and 1927, and sales contracts for 1928," says the Herald Tribune cable.

Report also has circulated that Belgium, Spain and Italy may join the cartel, while the addition of Norwegian nitrate interests is announced as definitely established.

And still, as the MANUFACTURERS RECORD has said from time to time, no concrete, practical American defense against such foreign alliances of offense has been erected. Invasions of American markets by foreign cartels and other combinations on, literally, a dozen lines are well under way and American industries are feeling the results severely. Appropriation of foreign markets in which American interests might seem to be entitled to a fair share of trade is well started by these allied foreign rivals. Yet, the United States makes no move, beyond "suggestions" from influential industrial groups.

Two positive and fundamental steps should be taken without loss of time, by stiffening the American protective tariff where duties now are imposed on commodities produced by foreign cartels or other industries, and by the establishment of duties on articles, such as cement, on which there are no tariff imposts.

LETTERS FROM TWO FRIENDS.

UNWITTINGLY and in good intent, we have pained two friends. For:

"As a matter of fact, it is rather unfortunate that the letter from our advertising agency found its way, with the best of intentions on your part, onto the front cover (of the MANUFACTURERS RECORD). Since then, we have received a great number of letters from various districts in the South, urging us to establish plants in their cities and, as you can imagine, this has proved rather embarrassing," writes the Borden Sales Company, Inc., 350 Madison avenue, New York, manufacturing condensed milk, evaporated milk, condensed coffee, and so on.

And yet there is balm in Gilead; for we feel that in time the dairy attractions and opportunities of the South will be found useful to the Borden Company in the further expansion of its business and it now has a list of available sites in hand. And so well advertised has the Borden Company been through this front page reference that it will be no stranger to such Southern places in which, in time, it may seek sites.

So, "since the letter of the Borden Company appeared on the front cover," the company has "the greatest respect for the pulling power of the MANUFACTURERS RECORD."

Also, in a letter, John H. Shay, Mission, Tex., interested in land on the lower Rio Grande and the Gulf coast, says:

"I have not yet got over the tremendous increase in my mail since the Texas Citrus Fruit Growers Exchange, of which I am president, gave you the information about building a new packing plant, and I am sorry to say I do not wish to give you any information on this whereby you connect my name with it, whatsoever, as it will create, through your wonderful magazine, hundreds of letters, so many requiring answer, etc., that I have not time for it. This, of course, speaks very highly for your wonderful paper, but it surely is a burden on the other fellow."

These two letters are not without interest.

DAIRY POSSIBILITIES OF THE SOUTH AS SEEN BY A NEW YORK CAPITALIST AND DAIRY HERD OWNER.

"I WAS quite amazed at the development that has been taking place in the South in the raising of cattle and in the production of dairy products," writes James C. Penney of New York City, a man who adds to his control of the Penney Company—which has about 900 department chain stores in this country—an enthusiastic interest in the raising of fine livestock and in the study of dairy possibilities. Mr. Penney is the owner of what is known as the famous herd of "Foremost Guernseys."

Continuing his discussion as to the dairy possibilities of the South, as seen in a personal study of the situation, he writes the MANUFACTURERS RECORD:

"The South is undoubtedly awaking to its opportunity to become one of the great dairying and cattling breeding centers of the country. Our cattle were shown in the South this year for the first time, at Richmond, Atlanta and Memphis. This was brought about largely through the influence of Judge Candler, himself the owner of a herd of fine Guernseys and a man who has done much for Guernsey breeding in the South. I must confess that I was greatly surprised with the quality of dairy cattle shown. I had gained an impression that dairying in the South was still in its infancy. Much to my surprise, I discovered that the Southern Guernsey exhibits would do credit to any Northern livestock exposition. I was particularly impressed with the uniformity and high average quality of the animals shown.

"Naturally, we were pleased with the winnings of 'Foremost Guernseys'—24 prizes at Richmond and 25 at Atlanta, as well as the Peer Challenge Cup and first prize in the get-of-sire class at Memphis. We were confronted by severe competition. Foremost, our leading herd sire, is Southern bred and raised, having been purchased by us from a group of Virginia breeders. On my Southern trip this fall, I met a number of men who had sons of Foremost from average cows; in fact, I learned that 17 of his sons are in active service in the South.

"The Guernsey is gaining in popularity in the South, as well as elsewhere. Quality and quantity of milk, good disposition, economy of feeding and robustness of constitution are among the characteristics that recommend the breed to the farmer.

"Inquiries addressed to our herdsmen who accompanied the herd on the fair circuit revealed an active interest in pure bred cattle. A surprising number of Southern farmers apparently contemplate acquiring pure bred stock. This bodes well for the future prosperity of the South. A good dairying country need not fear crop failures. During the period of depression following the World War, the J. C. Penney Company stores located in Wisconsin, a great dairying State, suffered less than stores in any of the States in which we operate. One of the industries best suited for development in the South is cattle raising and dairying. The grazing season in the South is several months longer than that of Wisconsin. More corn can be raised for feed per year. Natural phosphates fertilize and enrich the soil and increase the yield of staple crops. A good cow is an all-the-year-round investment. There is a ready market for pure bred cattle at high prices. Milk is counted among the necessities of life. A good cow costs little more to keep than a poor one. Her greater production soon pays for the higher original cost and makes her by far the more economical in the long run.

"It is significant that the National Dairy Show should this year have been held in a Southern city. It is still more significant that this should have been the best attended of any national dairy show for some years past. The South is arousing to the importance of more and better cattle, to the almost limitless extent to which this industry can be developed without danger of overproduction. Therein, in large measure, lie great potential wealth and prosperity."

New England's High Appreciation of the South's Sympathy in Its Flood Disaster.

THE letter of the editor of the MANUFACTURERS RECORD to New England readers expressing the sympathy of the South in the flood which was so disastrous in parts of New England has called forth many expressions of interest emphasizing the spirit of friendship and nationalism which should prevail throughout the country.

F. J. Hillman, executive vice-president of the Springfield Chamber of Commerce, Springfield, Mass., writes:

"On behalf of this Chamber of Commerce and its several subsidiary organizations which have received your very thoughtful and courteous letter of November 12, I assure you of our very great appreciation of your kind thoughts and sympathy.

"It is a pleasure to report that we are making very rapid recovery, in so far as physical and industrial matters are concerned, and our people generally are meeting their misfortunes in a manner which is characteristic of virile, forward-looking Americans.

"The beautiful thoughts you have so feelingly expressed as representative of the sentiment throughout the entire South serve to emphasize again the splendid spirit of brotherliness which prevails among all good citizens of this Nation and which must contribute substantially to the constant up-building of character and the progress of the Nation as a whole."

E. W. Peck, president of The Stratford Trust Company, Stratford, Conn., expresses keen appreciation and says:

"You reflect, I believe, the growing Christian spirit in which we are coming to learn that there is no East, no West, no North, no South, but that our own beloved country is one brotherhood and that in time the whole world will also become one in spirit of co-operation and friendly competition instead of hatred and suspicion."

Arthur D. Greene, vice-president of the A. W. Harris Oil Company of Providence, R. I., thinks "New England will have cause to rejoice that the bond of fellowship between her and her good neighbors in the South is being so constantly strengthened," and to that he adds:

"It is a source of the deepest satisfaction to the people of New England to feel that the heartfelt sympathy they extended to the South in their recent period of greater flood disaster is so generously and spontaneously returned."

The president of a leading Boston national bank, in an interesting letter on this matter, has one paragraph well worth publication. It follows:

"In the past, New Englanders have been criticised for their lack of familiarity with conditions, traditions, and customs in other parts of this country. When they traveled they usually went abroad. While such a criticism might not be justified to the extent that it was a few years ago, yet I think this would be a much better country if the various sections came in closer personal contact with each other and understood each other better."

The MANUFACTURERS RECORD rejoices in the spirit which binds New England and the South into closer fellowship. Between the two sections there never should be a spirit of unkindness or of jealousy. The marvelous achievements of New England in the development of its own industries and in the broad vision of its people who poured their capital so freely years ago into the building of many Western railroads and industrial enterprises, to the profit of the New England investors and the West alike, is the spirit with which the people of New England have ever carried forward their gigantic undertakings.

Edward G. Stacy, general secretary of the Massachusetts State Chamber of Commerce, writes:

"The kind sentiments expressed in your letter are greatly appreciated, as also the assurances of the sympathy of the

entire South for those sections of New England which have suffered so greatly from the flood.

"We agree with you heartily that governmental authorities must approach the problem of flood control with a broad comprehension of the vital necessity of removing the menace to the welfare of so many sections of the country."

W. T. Read, vice-president and treasurer of the Morse Twist Drill and Machine Company, New Bedford, Mass.:

"We want to express our appreciation of your very fine letter and while we were not in the area affected it is most gratifying to know of the good wishes and sympathy from other parts of the country.

"With you, we sincerely trust that our National Government will take steps in keeping with our resources to control such menaces."

Dana J. Flanders, president of the Malden Trust Company, Malden, Mass.:

"I assure you of my personal appreciation of your kind words in reference to the disaster which has occurred to our people in this section through the recent floods, occasioning so serious a loss of life and immense damage to property.

"As a man born and bred in New England, I should be derelict in not acknowledging the interest you have expressed in connection with our people, and while we are located outside the immediate vicinity of the stricken district, the disaster is so broad that we could not, if we would, avoid our immediate connection with it.

"My immediate knowledge of the sentiment of the Southern people whom you are representing prevents my surprise at the interest in the matter, and I am therefore saying that I join with you in the hope that the result may be an active interest on the part of our Representatives in the prevention, so far as is possible, of a recurrence of the recent events.

"So far as I am able to express to you the appreciation of our people in your very sincere expression of your condolence and hope, I am sure I voice the unanimous feeling of all New England, and thank you for the opportunity of writing you just these few words."

Geo. C. Pascall, secretary, The Pickering Governor Company, Portland, Conn.:

"Although our Company has not personally been a sufferer as a result of the recent flood conditions of our beautiful Connecticut River—from the fact that we are located well back from its possible reach—we certainly do appreciate very much the heartfelt sympathy tendered by your letter for those who lost heavily, both in lives and property.

"The State that suffered the most is poor old Vermont and it is going to be a big task for them to get cleared up from the great amount of debris and harm done.

"Many of its industries will never start up again, and we have no doubt that a lot of the people who went through the harrowing experiences of sudden onrush of waters—following dam breakages—will move out into other sections of the country so as never to undergo a repetition. If they stay at their old haunts, they will be in constant dread of recurrences, although probably they will never happen.

"Around this section, the inundations of the River were greater than ever before with one exception—the Flood of 1854—but except for flooded homes and loss of contents due to water damage in this respect, Connecticut has not been very hard hit. The waters have long since receded to normalcy, but the poor souls of Vermont and New Hampshire are those who need the greatest amount of sympathy, both in their losses and the vast amount of suffering they are now subjected to as a result of cold weather and snow, which means critical suffering.

"So far as this New England occurrence is concerned, the greatest amount of damage was done through breakage of a multiplicity of dams holding water for power purposes—not so much the high freshet of the Connecticut River—and we frequently have these, so are quite accustomed to their broad coverage of land adjoining the River.

"We hope that ways and means of furnishing Vermont

with financial aid which is so urgently needed will be promptly worked out, especially with winter now at hand, and again thank you for your interest in our section of the country."

E. Kent Hubbard, President, The Manufacturers Association of Connecticut, Inc., Hartford:

"We have been very fortunate here in Connecticut in that while our monetary loss will be very heavy, we have suffered little or no loss of life or great privation as has been experienced in our more northern states. It is impossible to ascertain even now the full extent of the damage.

"The constructive suggestions you have made in regard to Congressional action are the type that must be borne in mind by all thinking citizens. The Mississippi flood and more frequently recurring damage in other sections than our own unprecedented disaster show that conditions are developing, whether this be from lack of proper forestation or whatever the reasons, which tend to prevent the proper carrying off of flood waters. What one section has suffered every section may have to undergo and it is assuredly a national problem."

H. J. Graham, President, Providence Chapter, American Institute of Banking, Providence, R. I.:

"We were most fortunate here in Rhode Island, and received a very small amount of damage in comparison with the more northern states.

"You, no doubt, have sent your letter to all the New England States, and I know that in the areas most severely stricken a friendly message of this kind from a distant state will be greatly appreciated."

W. J. Wilcox, Secretary, The Manufacturers Association of Meriden, Inc., Meriden, Conn.:

"We are deeply appreciative of the wonderful spirit of sympathy expressed in your communication in connection with our recent flood disaster. Meriden fortunately did not suffer at all from these floods, but our sister communities and states to the north went through a terrible disaster. We in New England feel that what hits one of our communities hits us all. In other words, New England is now united.

"I can assure you that the sympathy of our friends from the South is greatly appreciated."

Everett W. Clark, Executive Secretary, Keene Chamber of Commerce, Keene, N. H.:

"We suffered very little damage here but we are pleased to give you a close-up of the situation in the State of Vermont.

"We appreciate your views regarding Congressional action on control of rivers and hope that you will use the MANUFACTURERS RECORD to hasten such action. The loss sustained in the Green Mountain State is appalling, and particularly from the standpoint of the farmer himself. New England farmers, in fact, Eastern farmers, are not of the clamorous type and yet they have had every reason to holler over a long period of lean years. A great many of these farmers no longer possess tillable soil and it will mean a reclamation of the new timber lands or else migration to some other point untouched by the flood. Most of these farms have for a long time worked on an insufficient margin, with the result that they will be unable to recuperate from the loss sustained and will be dependent upon outside aid."

Charles A. Boyden, Vice-President, Brattleboro Trust Company, Brattleboro, Vt.:

"This end of the State had comparatively little damage, but the middle and northern losses were very heavy.

"We think you are quite right in your contention that Congress should come to the aid of those sections of the country which have had, or are likely to have, serious floods."

Owen Johnson, President, New Hampshire Lumbermen's Association, Manchester:

"The recent flood is truly a catastrophe which the majority of us, possibly in a too self satisfied way, felt could never happen in this section.

"The roads are gradually being rebuilt and the majority of the railroad lines will be running in about six weeks or two months, but the loss is tremendous in the northern part of Vermont and New Hampshire.

"There is no doubt but that matters of this kind should

be handled by Congress, and undoubtedly they will be at the next session.

"The main thing for the people of the country is to insist that politics be kept out if it is possible to do it. If it isn't, it will be only a waste of money or at least spending two dollars for one."

Theodore F. Sillsman, Secretary, The Employers' Association of New Haven County, New Haven, Conn.:

"I believe the proposition you set forth in your letter might be worked out, but it is certainly a gigantic one and will take years. I believe a simple thing that might overcome many of these floods is a rigid inspection of all dams, as most of the floods come from the giving way of a dam under extreme pressure."

Allan Forbes, President, State Street Trust Company, Boston, Mass.:

"I appreciate very much your letter in connection with the disaster which has overtaken Vermont and Connecticut. I went over this district as a Director of the Boston and Albany about ten days before the disaster took place and it doesn't seem possible that some of these very attractive little Vermont and Connecticut towns have been entirely wiped out."

Huntley N. Spaulding, Governor, State of New Hampshire:

"Thank you very much for your sincere, sympathetic letter of November 12. It is with deep appreciation that I receive this expression of the sentiment of the people of the South with regard to the calamity which has befallen some sections of New England."

Hiram Bingham, United States Senator from Connecticut, writes from New Haven:

"The receipt is hereby acknowledged of your letter in regard to a national policy of flood control. As you observe, the present situation in New England adds force to the argument that the policy ultimately to be adopted should apply to the entire country."

John W. Lasell, Whittin Machine Works, Whitinsville, Mass.:

"We wish to thank you for your kind letter extending to New England your sympathy for those of us who met with disaster in the recent flood. We agree with your idea that the Government in some way should prepare a plan for the entire country to control rivers and lakes in times of floods."

Horace Guild, Secretary, Boylston Street Association, Inc., Boston, Mass.:

"The expressions of sympathy from yourself and from the people of the South generally, have been greatly appreciated by us in New England. I believe most people will agree that in some way the Federal Government should make an effort to control the flood situation which occurs more frequently in other parts of the country than in ours. It would be interesting if your paper were to advance some definite plan along that line if only for the purpose of stirring up further discussion. The general principle is probably universally acknowledged. What is lacking is a particular plan.

"In view of the recent experience of the New England States, I feel sure that you could expect hearty co-operation from this part of the country with almost any reasonably practical undertaking along that line.

"Thank you again for the interest you have expressed in one of our most pressing immediate problems.

S. Chester Lyon, Secretary, Pittsfield Chamber of Commerce, Pittsfield, Mass.:

"Your kindly letter, expressing the sympathy of the South with New England in the flood disaster, is warmly and gratefully appreciated. It is impressively indicative of the neighborliness of this great Nation of ours; it demonstrates that American hearts are warm and friendly, despite the dismal croakings of those who can see nothing but war, and more war, and the sure decadence of our country.

"There is appreciation, not alone of your assurance of sympathy, but of your expressed confidence in New England. I would like to shake hands with you for that, because there has been such a chorus of predicted ruin as the inevitable fate of this section. It is nothing less than delightful to know that there are those who realize that New England is not going to the demnition bow-wows; that is, not this week. I wish you might attend the Third New England Conference at Springfield, Mass., this week, and see some 2500 men

from all lines of business and representing the six States, assembled for reports of work done and discussion of future activities. It is an inspiring experience and would give you a real picture of the spirit of New England.

"Pittsfield escaped serious damage when 'the rains descended and the floods came.' One residential section was inundated, but there was no suffering and the material damage was slight. The neighboring town of Becket, an attractive little place, was practically wiped off the map. All of its three modest industries, all but one of its half-dozen stores, the post office and a score of houses were swept away and reduced to a mass of debris. Where the main street was, there exists a deep chasm hundreds of feet wide, filled with boulders, parts of houses and trees and all the flotsam gathered by the waters in their mad fury. As I looked over the ruin I could not bring myself to believe that 'little drops of water' could work such appalling havoc. The Red Cross and Boy Scouts were on the job before the waters began to recede. They were followed by neighboring towns, the State, the Nation. Every need was met and Becket is to be rebuilt without placing any burden on the inhabitants. North Adams, a city of 25,000 people, at the north end of the county, suffered damage estimated at \$4,000,000. This community also will be fully restored. Happily, but one life was lost in our county, no one was injured and there was more inconvenience than suffering.

"There can be nothing but cordial agreement with your thought that the National Government must formulate a comprehensive plan of flood control in all sections of the country liable to such disasters as those of the Mississippi valley and New England. It is sheerest folly to permit such enormous financial loss and such a frightful amount of death, injury and suffering when, from our almost boundless resources, it is possible to prevent them. It is to be hoped that Congress will take the right view and enact measures that experience has shown to be absolutely necessary.

"We thank you most cordially for your good letter and Massachusetts sends its warmest greetings to Maryland."

O. P. Tyler, sales department, The O. C. White Company, Worcester, Mass.:

"We desire to express our hearty appreciation of your good will message. While the local damage was comparatively slight, being confined to road wash-outs for the most part, the great disaster was close enough to make us all consider its seriousness.

"We feel that this recent flood, following so closely that of the Mississippi Valley, will assure the passing of suitable action of preventative measures in the next Congress."

R. Mundorf, advertising manager, Barnstead Still and Sterilizer Company, Boston, Mass.:

"Your expression of sympathy for our people who have suffered in the recent New England flood disaster and the emphasis you place upon the Government's responsibility in sponsoring preventive, rather than reconstruction work after the event, appeal both to our hearts and our minds.

"We are taking the liberty of passing along your message of good-will to one of our Boston newspapers and trust that they may give it the prominence in their columns it deserves.

"Calamities do bring the people of a nation closer together. That is their one compensation. It seems a pity, as you suggest, that governmental foresight and intelligent planning should not be able to anticipate and prevent such disasters or, at least, sound a warning. Perhaps the lessons recently taught may help towards a realization of this responsibility. The clearer perspective that a broad national viewpoint should hold in such constructive work, certainly should establish a safeguard and a benefit for every part of the country."

Melville D. Liming, secretary, Boston Chamber of Commerce:

"Thank you for your letter on the flood disaster which has visited Western and Northwestern New England. It was a heavy blow; but already order is being brought about, and in due time the devastated districts will flourish again. The reconstruction is made easier by sympathy such as you have expressed."

M. Fay, secretary, Manchester (N. H.) Chamber of Commerce, writes:

"In behalf of the officers and directors of the Manchester Chamber of Commerce, I want to express appreciation for your most friendly letter.

"Although Manchester suffered almost nothing from the

flood we are so close to the communities affected that we realize very heartily what their troubles have been and assure you your expression of sympathy is most thoroughly appreciated."

Day Baker, chairman legislative committee, Motor Truck Club of Massachusetts, Inc., Boston:

"I want to thank you for the fine letter of sympathy you have sent to the different organizations in New England. It certainly was a very nice thought, and I believe the people of New England will appreciate the spirit in which it is sent.

"I think the idea, that no matter in which portion of the country we may live, we should recollect that we all are citizens of one great country, is a most excellent one, and the method you have taken of assuring the people of New England that the South is thoroughly in sympathy with them at this particular time, cannot but make greater friendship between the different portions of our great country."

H. P. Converse, H. P. Converse and Company, Boston:

"Thank you very much for your letter and the expression of sympathy extended to New England. There is much hard work to be done and a long cold winter for many people."

J. L. Goodwin, president, the Whitlock Coll Pipe Company, Hartford, Conn.:

"Whereas the city of Hartford suffered serious damage, and its people, as well as those in East Hartford adjacent to the river, were caused much suffering and privation, at the same time we were fortunate in not encountering the disastrous results of the flood which were experienced by those in New England higher up the river. The offers of help and assistance from all over the country through the Red Cross and others have been very cordial and heartening, and I wish to express to you my sincere thanks for your letter."

Henry F. Field, president, Rutland County National Bank, Rutland, Vt.:

"We are, indeed, 'one body' and what affects one member affects the whole body, and we appreciate most fully the cordial feeling of yourself and the Southern sentiment toward us in this calamity.

"Vermont has suffered very greatly, both in property loss and in the sad toll of lives given up in the waters that have overwhelmed different sections of the State. Our railroads are thoroughly demoralized, some of the towns are almost ruined in the extent of their losses, rivers have changed their channels and often have flowed like raging torrents through the main streets. The general highways are very badly damaged and in some cases almost entirely wiped out, and it is a rough estimation that the cost to the State will be something like ten millions of dollars.

"The spirit of the people, however, is brave, and they are taking hold toward the rehabilitation with great courage and are hoping to have traffic avenues soon opened again to through travel.

"It is very cheering to have your kind words and to feel that there are those outside who understand something of the terrible conditions that have held in New England in this very trying time."

Frederic M. Jones, president, Third National Bank and Trust Company, Springfield, Mass.:

"I have your interesting letter which yesterday I read to our board of directors. When mutual understanding and sympathy between different parts of this country as well as between different countries of the world are established, the world will be a better place to live in. We thank you for your kindness in writing to us."

Gorham H. Wood, president, Eastern Trust and Banking Company, Bangor, Me.:

"I appreciate your letter on the flood disaster. Not in our part of New England was there any serious loss; no loss of life, some minor losses of property, but all of us feel the issue as it has come home to those in other parts of our section and the problem has brought home to us more closely than before the burden felt by the residents of the Mississippi Valley and other sections which have suffered from floods."

John J. Dailey, secretary, Dorchester Board of Trade, Boston 22, Mass.:

"It is with deepest appreciation for the splendid sentiments expressed in your recent communication, that I send you this letter. You have summed up the situation correctly. We agree on the point you emphasize, as to the view Congress

should take of the flood situation. The thing to do now is to act. It does seem as though the National Government with the means at its command, could formulate a course of action for the proper control of these disasters, thereby reducing not only the great financial losses, but alleviating much physical and mental suffering."

J. A. Warren, mill manager, S. D. Warren Company, Cumberland Mills, Maine:

"I acknowledge receipt of your letter regarding the flood disaster and your interest is appreciated. In this place, we fortunately escaped the effect of the storm which passed to the west of us. We do, however, have our freshets. I take it that a major flood comes perhaps once in a lifetime, or more certainly once in a century. We had a bad one here in the 1840's and again in 1896.

"In the old days, it was necessary to build factories in the bed of the streams in order to utilize the water power. Today, with electrical transmission, factories should not be so located that they are subject to flood damage, particularly here in New England, as new construction is undertaken, it is perfectly simple to select locations which are safe. This I suppose may not be true in the Mississippi Valley, although I believe that even there final plans will call for the abandonment of certain sections.

"I agree with you that the National Government should consider the whole country rather than make all its expenditures in some one section. It does not appear to me, however, that Government expenditures are required for flood control in New England. Private interests will take care of all that can be done in the way of storage reservoirs for the return which they will obtain from the added water power thus created, but in spite of anything that can be done, we will have occasional storms which will cause the streams to overflow their natural channels."

Harry L. Ford, secretary, Burlington Chamber of Commerce, Burlington, Vt.:

"We certainly appreciate the kind sympathy in your fine letter at a time when this section of New England is going through a tragedy never before experienced in our history. Through the central part of Vermont, not only has the State suffered from the loss of hundreds of bridges and washed out highways, but business places, manufacturing establishments, homes, farms, cattle and fortunes lost by the angry waters which came and subsided in a few hours.

"The spirit of Vermonters is wonderful. With the slogan, 'Business as usual, we are here to stay,' they are determined to emerge from this disaster as have our sister States, to a greater Vermont, having learned the lesson that from suffering and working together there will come a new spirit of progress and prosperity."

Henry D. Sharpe, Brown & Sharpe Mfg. Co., Providence, R. I.:

"I am in receipt of your favor of the 12th, written following flood disaster in New England, and conveying expressions of sympathy from people of the South following late disaster of the lower Mississippi.

"It is extremely disturbing to this part of the country to consider the possibility of relief to the valley of the Mississippi being tied up with troubles in New England.

"The writer is one of the directors of the Chamber of Commerce of the U. S. A., and is fully impressed with the importance of one of the recommendations of the Chamber that the solution of the Mississippi valley trouble shall be judged on its own merits, irrespective of any other questions.

"Your letter has evidently a political purpose: My own personal feeling is that the good sense of New England people will teach them the importance of attending to their own business of flood relief, and prescribe for the troubles of the Mississippi valley as the question may have merit.

"My impression is that the various New England States will wish to administer their own supervision in the matter of prevention of disasters of this kind in the future. It is very evident that New England needs a more careful supervision of its dams and water storage, but we in this section are able to maintain such supervision better than could be done by any Federal power. The inauguration of a national policy, such as you would advocate, we believe, is a most unfortunate sign of the times.

"May I suggest for your consideration that the fall of water such as occurred in New England recently may be repeated at odd intervals, averaging very long periods. The

Mississippi flood problem recurs at very short periods, jeopardizing tremendous areas far removed from the causes of the flood itself.

"Relief to New England is not a case parallel with that of relief to the lower Mississippi."

"The ideas that you advance regarding the control of rivers so as to avoid disaster hereafter are fundamentally sound," wrote Olin Merrill, president of the Enosburg Falls (Vt.) Savings Bank & Trust Company, while Charles T. Main, Inc., engineers, Boston, added: "The engineers of the country stand ready to be of whatever assistance they can be in the solution of this national problem."

Appreciation for the sympathy of the South as expressed by the letter from the editor of the MANUFACTURERS RECORD was thus voiced by George A. Dorr, president of the Dorr Woolen Company, Guild, N. H.: "I wish to thank you for your letter of November 12, which has a true ring of sympathy and optimism," and this sentiment was repeated, in similar fashion, by Charles Ray, president of the Rogers Paper Manufacturing Company, South Manchester, Conn.; George H. Corliss, Advertising Manager, S. A. Woods Machine Company, Boston; Acting Mayor Henry V. Leighton, Beverly, Mass.; John N. Brooks, President, Brooks Bank & Trust Company, Torrington, Conn.; H. M. Toppin, Secretary and Treasurer, Jacobs Manufacturing Company, Hartford, Conn.; Mayor Joseph A. Lowe, Fitchburg, Mass.; E. J. Booth, President, Chittenden County Trust Company, Burlington, Vt.; R. P. Dolan, Manager, Greenfield (Mass.) Chamber of Commerce; John T. Swift, Treasurer, Citizens Savings Bank, Fall River, Mass.; B. A. Franklin, Vice-President, Strathmore Paper Company, Mittineague, Mass.; E. H. Leland, President, Merchants National Bank, New Bedford, Mass., and others.

Similar letters continue to arrive daily, the late list, up to the time of going to press, including: George E. Crafts, Treasurer, Orono Pulp and Paper Company, Bangor, Maine; Carl F. Morrison, Executive Secretary of Maine; Arthur J. Richardson, Secretary, Littleton (N. H.) Chamber of Commerce; Henry Spallholz, President, First National Bank, Poultney, Vt.; S. B. Copeland, Vice-President, Eastern Manufacturing Company, Bangor, Maine; A. J. Holden, President, County National Bank, Bennington, Vt.; Philip M. Morgan, Assistant Treasurer, Morgan Construction Company, Worcester, Mass.; Representative A. Piatt Andrew, sixth district of Massachusetts; F. W. Howe, Vice-President, Crompton and Knowles Loom Works, Worcester, Mass.; J. L. Meader, Gonic Manufacturing Company, Gonic, N. H., and Governor A. J. Pothier, Rhode Island.

George E. Harris, Treasurer, Nashua Trust Company, Nashua, N. H.; J. F. Tinsley, Vice-President and General Manager, Crompton and Knowles Loom Works, Worcester, Mass.; H. G. Townend, Chairman of the Board, Worcester County National Bank, Fitchburg, Mass.; H. G. Bruner, Secretary, Plant Engineers' Club, Boston, Mass.; Winthrop H. Thurlow, Secretary, Massachusetts Nurserymen's Association, West Newbury, Mass.; William F. Norton, President, F. E. Norton & Sons, Inc., Henniker, N. H.; W. L. Fay, President, Fay & Scott, Dexter, Mass.; Conrad E. Snow, president, Citizens' New Industries Committee, Rochester, N. H.; C. H. Chamberlin of Byron Weston Company, Dalton, Mass.; Arthur H. Lowe of Parkhill Manufacturing Company, Fitchburg, Mass.; Lewis E. MacBrayne, General Manager, Massachusetts Safety Council, Boston, Mass.

UNLESS surrendered by agreement, the right to lock-out was correlative with the plaintiff's right to strike," was the decision handed down by a New York judge who reversed a lower court ruling giving an injunction to the Plumbers' Union against a lockout.

National Bank Resources Highest on Record.

A recent announcement by the Comptroller of Currency, J. W. McIntosh, shows that a new high record of national banks in the United States, including Alaska and Hawaii, was recorded on October 10. Comptroller McIntosh believes this increased strength of the national banking system, in a large measure, is due to the enactment of the so-called McFadden national banking legislation, which permitted many large national banks to be formed from organizations formerly operating under State charters.

Total resources amounted to \$27,213,824,000 for the 7804 reporting national banks on October 10, 1927, the date of the last call. This record breaking total exceeded by \$631,881,000 the resources reported by 7796 associations on June 30, 1927, and \$1,529,975,000 more than the total on December 31, 1926, when there were 7912 national banks.

On October 10, 1927, loans and discounts, including rediscounts amounted to \$14,366,926,000, and showed an increase since June of \$411,230,000 and an increase since December of \$793,651,000.

Government securities were increased \$2,675,542,000 since June and December \$79,364,000 and \$392,971,000, respectively.

Paid in capital stock of \$1,499,384,000 was \$25,211,000 in excess of the amount in June, and exceeded the capital in December by \$86,661,000. Surplus and undivided profits aggregated \$1,844,511,000, and were \$79,145,000 more than in June, and \$150,315,000 more than in December.

Liabilities for circulating notes outstanding amounted to \$649,886,000, which were \$1,060,000 less than reported in June but \$3,437,000 more than in December, 1926. Deposit liabilities were \$22,287,238,000, exceeding by \$512,115,000 the amount reported in June, and showed an increase of \$1,423,247,000 since December.

The percentage of loans and discounts to total deposits on October 10 was 64.46, compared with 64.09 on June 30, and 65.06 on December 31, 1926.

Municipal Improvements Convention.

To the large number of commercial, industrial, financial, civic and other conventions held of late in the South by national organizations was added, last week, the thirty-third annual convention of the American Society for Municipal Improvements, at Dallas, to which delegates came from every section of the country. Specifications was one of the most important topics discussed and on this line reports were presented on brick pavements, by George F. Fisk; subgrades and foundations, J. C. McVea; stone block pavements, C. D. Pollock; municipal contract forms, W. W. Horner; cement concrete foundations, H. Eltinge Breed; sewers, F. R. Allen; sidewalks and curbs, S. Cameron Corson; street railway tracks and pavements construction, C. L. Hawkins, and bituminous pavements, E. A. Kingsley.

National Building Exchanges to Meet at Miami.

The National Association of Builders' Exchanges, with headquarters at Washington, D. C., will convene in Miami, Fla., February 9, 1928, for its seventeenth annual meeting. Papers prepared by the national committee, to be delivered at the convention, include the following:

National Taxation, National Accident Prevention Week, National Quantity Survey Bureaus, Industrial Education, Standard Documents and National Contracts, Reforestation, Cost Data, National Division of Building and Housing, National Finance, National Legislation and Ways and Means.

Officers of the Association are:

Robert L. Reisinger, president, Milwaukee, Wis.; W. H. George, first vice-president, San Francisco, Cal.; Sam Hotchkiss, second vice-president, St. Joseph, Mo.; W. A. Sharp, third vice-president, Reading, Pa.; E. Ed. DeBrauwere, fourth

vice-president, Miami, Fla.; Max Bauman, treasurer, New York city; Earl F. Stokes, executive secretary, Washington, D. C., and William F. Chew, assistant secretary and treasurer, Baltimore, Md. Officers of the Miami Exchange, host to the National Association, are: Alexander Orr, Jr., president; C. Ed. DeBrauwere, first vice-president; C. W. Noel, second vice-president; George Brewer, third vice-president; J. B. Ober, treasurer; P. L. Klyne, executive secretary, and L. E. Reynolds, editor.

The City Builder Depicts Reason for a Real Thanksgiving in Georgia.

The City Builder, published monthly by the Atlanta Chamber of Commerce, always contains valuable information about Georgia, and the November issue is no exception; it is crammed with most interesting discussions of the State's progress and resources. The issue from its attractive appearance and from the facts it gives ought to be an inspiration to everybody in Georgia and enable the people of other sections to reach a higher opinion of what Georgia is, what it is doing and what its future is to be. From cover to cover it breathes the spirit of the progressive South and outlines in many special articles the reason for a real Thanksgiving in Georgia this year.

Although the publication is issued by Atlanta business men, the leading illustrated article deals with the new era of growth upon which Augusta and vicinity has entered. The writer of the article, Thomas J. Hamilton, editor of the Augusta Chronicle, sketches the progress of that section and outlines the prospects for improved river navigation, a great airport and other developments.

Moultrie and Colquitt County's advancement during 1927 is described by C. B. Allen, editor of the Moultrie Observer, while W. S. Elliott, executive vice-president and secretary of the Canton Chamber of Commerce, tells of a record year of progress in the Canton area.

Miss Emily Woodward, president of the Georgia Press Association, tells of the diversified area of Dooly County and its advancement in agriculture and industry. Another article, "Georgia's Richest Mineral Area," by M. L. Fleetwood, editor of the Tribune-News, Cartersville, deals with the development and activity of Bartow County. C. W. Coleman, of La Grange, gives the reasons why Western Georgia looks upward and forward, and Jack Williams, editor of the Waycross Journal-Herald, says that Southeast Georgia is in fine shape and that Waycross and Ware County are grateful for a good year. Raymonde Stapleton, Elberton, writes that abounding crops and better business make the people of this section happy, while Columbus Roberts, president of the Coca-Cola Company of Columbus, states that Columbus enjoys a great year in many aspects of growth and that West Georgia is going steadily forward. Abbit Nix, Athens, reports that better crops and more industries have made the Athens territory grateful for a good year. Fine business conditions in Crisp and Cordele are described by Charles E. Brown, editor of the Cordele Dispatch, and Northwest Georgia is witnessing great progress writes John M. Graham, president of the National City Bank, Rome.

Other articles on the various sections of Georgia include:

"Morgan County and Madison Truly Grateful," by Ben S. Thompson, chairman, Morgan County Board of Commissioners; "A Real Thanksgiving for North Georgia," by Ernest Camp, former president of the Georgia Press Association; "Middle East Georgia Registering Progress," by T. J. Cooper, Sandersville; "Heartening Conditions in Northeast Georgia," by Sidney O. Smith, president of Gainesville Chamber of Commerce; "Good News From Valdosta," by C. C. Brantley, editor of Brunswick Times, and many other special features in the November issue of the City Builder bespeak the spirit of Thanksgiving which prevails in Georgia at this time.

Two Views of Discriminating Duties for Our Merchant Marine.

[How the American Merchant Marine can be more fully developed, and its future safeguarded, is one of the most important business problems before the American people. Two views on the subject are here expressed, one by Lloyd W. Maxwell of the National Industrial Conference Board of New York and one, in reply to Mr. Maxwell's views, by Wilbur F. Wakeman of Wakeman's Protective Tariff Bureau. Mr. Wakeman has long been one of the foremost protective tariff workers in America. The Manufacturers Record regards the views expressed by him as far and away more worthy of acceptance than the views expressed by Mr. Maxwell; nevertheless, we feel justified in having the subject discussed from both standpoints. Mr. Maxwell, in support of his contention that discriminating duties would not help the American Merchant Marine, quotes from a book entitled "Discriminating Duties and the American Merchant Marine," of which he is himself the author, thus appealing to his own views, expressed in that book, in support of his contention in the following article.—Editor Manufacturers Record.]

Can Discriminating Duties Safeguard the Merchant Marine?

By LLOYD W. MAXWELL, New York.

Much has been said in support of discriminating duties as an aid to our merchant marine, with references to history as proof that the plan once worked. Accurate reading of history should lead one to oppose, rather than to champion, discriminations as a remedy.

In 1789 James Madison introduced in the House of Representatives a bill providing for discriminating duties. In principle the plan was the nearest possible approach to the English Navigation laws, and it was aimed primarily to be a blow to England. Instead of representing a policy, it constituted a weapon to enforce the policy of liberal reciprocity which had been proclaimed almost simultaneously with the publication of the Declaration of Independence.

The merchant marine was not insignificant at the beginning of our constitutional history. In 1790 the fleet employed in foreign trade amounted to 346,254 tons. The tonnage figure frequently quoted for 1789 is 123,893, but the Secretary of the Treasury explained at the time that this merely represented entries at American ports for five months. The making of records by the Federal Government was not begun until August, 1789. This figure, therefore, which has misled so many careless writers, might be said to represent five-twelfths of the total for one year, and if completed it would stand at approximately 300,000. Beginning with the record for 1790, the tonnage grew sufficiently to be almost doubled by 1800, and to be almost trebled by 1810. After the latter date the merchant marine declined. In 1818 the tonnage was less than it had been in 1800, and in 1830 it was down to 537,563 tons.

Were one unfamiliar with the history of the years between 1790 and 1810, he might jump to the erroneous conclusion that discriminating duties account for the growth of the merchant marine. During the first two years of the period the world was at peace the tonnage of foreign vessels entering our ports remained practically constant and our own entries increased at the rate of only about 30,000 tons a year. In 1793 a war broke out between France and England. This country assumed and maintained a status of neutrality, and our ships became the chief carriers of commerce for this part of the world, as well as between America and Europe. Then the foreign trade fleet began to grow at the rate of 50,000 to 80,000 tons a year, and the entries of foreign tonnage at our ports rapidly diminished almost to zero. Discriminating duties in such a time had little chance to operate, because war activities claimed the commercial vessels of the belligerents and left the way open for more American ships to serve as substitutes for the foreign vessels which previously had been our chief competitors.

In 1801 the war ended, constituting what looked like a death-blow to the American merchant marine. Discriminating duties proved to be impotent as a safeguard, the tonnage

employed in foreign trade began to decline, and there was much agitation for the repeal of the duties. Resumption of war in Europe, in 1803, relieved the situation. Once more American ships were called into neutral commercial service and a tremendous expansion of tonnage continued until 1810, except for a brief interruption at the time of our embargo. After 1815 our country had its first extended experience with discriminating duties in time of world peace, and the result was unsatisfactory—tonnage declined rapidly, and efforts were redoubled to persuade England to abandon her discriminations, so that we might do likewise.

From 1820 to 1830 our ships were transporting about 90 per cent of our foreign commerce; this is accounted for by the exclusion laws. Discriminating duties had proved to be wholly inadequate to protect our marine after 1815, and the controversy with Great Britain became so violent that Congress in 1818 passed a law which excluded most of the British vessels from our ports and cut off all direct intercourse with the British colonies. Thereafter the only British vessels which might enter American ports were those coming directly from British ports in Europe. Few foreign ships other than British had established trade connections with us up to that time and the effect of the exclusion laws was to give our carriers a virtual monopoly of our commerce on the seas. Only persons entirely ignorant of the true situation would assert that discriminating duties had anything to do with the high percentage of American carriage in that era and, obviously, even they would not wish to admit that the decline of 8 per cent in tonnage engaged in foreign trade was due to the discriminations.

In keeping with the reciprocity policy proclaimed in 1776 and followed ever afterward, our country agitated the abandonment of discriminating duties even as early as 1802 and 1803, because a few months of peacetime experience had proved the inefficacy of such duties under conditions of commercial competition. War previously had proved their impotence in the absence of competition. As soon as peace occurred in 1815, Congress passed a law authorizing the President, by proclamation, at any time to discontinue the discrimination against foreign countries which would agree to reciprocate. The Executive Department was as active in this program as was the Congress, and in the same year (1815) a commercial treaty was consummated with England providing for the mutual abandonment of discriminating duties in the direct trade between America and the British territories in Europe. Within the ensuing 15 years reciprocity arrangements were made between the United States and about a dozen foreign countries, in some cases by treaty, in others by Presidential proclamation. In 1830 the British joined us in a reciprocity agreement covering the trade with their West Indian and North American colonies. With free-

dom to trade on terms of national treatment thus assured, the purpose of discrimination as a weapon had been accomplished, except in a few isolated cases, and the duties were immediately abandoned. Thus America was able to put her commercial policy into practice.

Maritime conditions in the early years of the American Government were not at all comparable with conditions today. Discrimination then was a world custom. Any nation attempting, as the United States did, to associate with others on an equitable basis was running counter to the prevailing practice. It was necessary to discriminate in order to counteract the programs of competitors. The United States, however, went one step further and used her discrimination also to force other world powers to desist and to accept reciprocity.

Furthermore, the United States in early years was a great shipbuilding country. She built the best ships in the world at the lowest cost; today the reverse situation prevails. American ships now are the most expensive in the world, and artificial remedies can yield no tangible results until they have become powerful enough to overcome the adverse effects of natural and economic laws. Artificial means which might have been adequate years ago to force cargoes into the ships of lowest cost might be impotent today to force cargoes into the ships of highest cost. Again, seafaring in those days was one of the most important, respectable and remunerative occupations. American crews were the equal, or the superior, of any in the world and seamen were plentiful at comparatively low wages. Since the Civil War our young men have been engrossed in the more profitable pursuits on land, while seamanship has been despised and neglected. An improved condition has been apparent since the World War, but in order to man a ship with American citizens it is still necessary to pay wages much higher than are paid to seamen in competing fleets.

Discriminating duties can apply only to import cargoes. Even if the plan were put into effect once more, it could not help a shipowner to obtain a cargo for export. In spite of our protective tariff policy, about two-thirds of our imports are on the free list; in reality, therefore, discriminating duties could have no influence in attracting to domestic vessels more than the one-third of our imports against which duties are levied. As a matter of fact, American vessels now are carrying at least that proportion of the imports. If dis-

crimination should have the effect of shifting the carriage of all dutiable goods to our ships, the chances are that the competition of foreign vessels for the free-list cargoes would become much keener than it is now, with the probability that the total carriage of imports by domestic vessels would not be much increased.*

Exports, on the other hand, present a different problem. Under our Constitution, no export duty of any kind can be levied. It is in the export field that the United States stands to lose under a discriminatory system. The practice of discrimination was outlawed long ago, largely under the leadership of the United States. If the scheme were to be re-established by this country, other nations would retaliate in self-defense exactly as we did in 1789. Our exports are their imports, and their retaliatory laws would prevent our ships from carrying any large part of our exports, because each ship would be penalized when entering a foreign port. America is an exporting nation, and the chance to develop trade and transportation is much greater in the export than in the import field. Discriminating duties might gain for us the carriage of a few million tons of imports, but would surely cause us to lose at least twice as much in export business. We must not be so foolish as to legislate ourselves out of the chance to carry export cargoes.

Congress in 1920 incorporated in the Merchant Marine Act a section (34) which was designed to accomplish the abrogation of commercial treaties—guaranteeing national or most favored nation treatment—in order that the country might return to the practice of discrimination. Three Presidents have wisely refused to become parties to an act which would disrupt the consistent American policy of 150 years standing. Then, in 1922, the Congress reversed itself, but some members, as well as private citizens, do not seem as yet to have discovered the fact. In the Tariff Act of that year provision was made to the effect that if any foreign nation discriminates against our commerce the President may immediately increase import duties 50 per cent ad valorem on commodities imported to the United States from such nation. Thus the traditional policy of the United States in opposition to discrimination in any form is held inviolate.

*In a recently published book on "Discriminating Duties and the American Merchant Marine" (H. W. Wilson Company) the author analyzes our foreign trade, and shows that under such a scheme the losses would greatly exceed the gains.

"Can Discriminating Duties Safeguard the Merchant Marine?" Yes.

By WILBUR F. WAKEMAN, New York.

I would hold up the salary checks and the mileage checks of all members of Congress—Representatives and United States Senators—all members of the Cabinet and all officers of the United States Navy, until they certified having read the "Report to the United States Shipping Board on attempts made to obtain aid for American ships from earliest times to the year 1926," by Alexander R. Smith. Why? The reading and study of this report would give us, through Congress, a definite national policy regarding American ships, American shipping and the American merchant marine.

Rear-Admiral H. P. Jones, who was director of naval overseas transportation in 1919 and one of the commissioners to the Geneva Conference in 1927, upon his arrival home recently, said: "What we need now is an adequate commercial fleet which would act as an arm to our Navy. We need a fleet to take out our goods to foreign countries and to return with foreign goods, thus serving as our own carrying trade unit."

Shall we have a competitive overseas American merchant marine? This question, if submitted to the American people, would be answered, "Yes," with an overwhelming majority. How then can this be accomplished? It cannot be done by

adopting the old English Navigation laws (1661); for, if anything like these were put into effect by the American Government, every maritime nation would rush to its guns for relief. It cannot be done by confiscation, as was practiced by Napoleon and the Barbary States. It can be done with discriminating duties, preferential tonnage dues and reasonable compensation for carrying the mails.

Inaugurated by the Colonies and developed by the discriminating duties of the first law of the first Congress, American shipping soon became the envy of the world. Brigandage, piracy, confiscation and depredations from both private and foreign governmental sources confronted our skippers. The record of it reads like pages from Conrad. I give one illustration referring to the great difficulties of American ships in foreign ports from 1801 to 1815:

"Napoleon, in fact, set a deliberate trap for the swift American merchant ships whose cargoes he coveted. Thiers says that the emperor wrote to the abject Prussian Government, 'Let the American ships enter your ports. Seize them afterward. You shall deliver the cargoes to me, and I will take them in part payment of the Prussian war debt.' * * *

This astonishing proposition was carried out to the letter, and hundreds of unsuspecting American ships became the spoil of international brigandage. * * * The blow was terrible in its suddenness and completeness. Napoleon estimated the value of his American booty at \$2,000,000 in Antwerp, \$2,400,000 in Holland and \$1,600,000 in Spain, but in this \$6,000,000 the seizures of American ships in Denmark, Hamburg, France and Italy are not included. A report by the American Consul in Paris to American Minister Armstrong stated that between April, 1808, and April, 1810, 51 American ships had been seized in the ports of France, 44 in the ports of Spain, 28 in Naples and 11 in the ports of Holland. These 134 American ships, at \$30,000 each—they were probably worth much more—represented a value of \$4,000,000. For the \$10,000,000 of which Napoleon robbed American ship-owners and merchants, France 20 years afterward paid \$5,000,000 indemnity. But it was too late and too inadequate to restore our despoiled shipping" (American Merchant Marine, by Marvin).

All this time we sailed the Seven Seas. We can and will again. But we must pursue and continue a definite program; namely, by extending our national policy of protection, the protective tariff, to American ships under the American flag.

The American people do not like the words "discriminating" or "discrimination" and preferably we should say "preferential" duties and "preferential" tonnage dues in favor of ships under the American flag. Preferential duties mean that products of foreign countries landed on our shores by foreign owned ships shall pay a greater tariff tax than if brought here in American ships. Preferential tonnage dues mean that foreign ships shall pay a larger tonnage tax than American ships. However, we shall have to stick to the name, "Discriminating duties," until Congress gives us a new law with a new name.

The last few generations seem to be woefully lacking in knowledge and comprehension of what was accomplished in the early years of this republic in the upbuilding and maintenance of American shipping, especially from 1789 to 1828. It is indisputable that discriminating duties and preferential tonnage dues prevailed during this entire period, and were alone responsible for our supremacy on the seas during that time. Our supremacy began to wane with the treaty of peace with England after the war of 1812. Discriminating duties and tonnage dues were adopted by the first Congress in 1789, but for generations prior to 1789 although subject to English dominion, the Colonies applied discriminating and preferential duties against one another and particularly against foreigners. Indeed, many writers have claimed that American shipping and its development was the cause of the confederation resulting in the United States of America.

From 1790 to 1800, inclusive, 11 years, American ships handled 74 per cent of the total foreign commerce, exports and imports; in the year 1790, 58.6 per cent, and the greatest percentage was handled in 1796 with 93.5 per cent of the total foreign trade. From 1801 to 1810, 10 years, American ships handled over 76 per cent of the foreign trade, the greatest tonnage accruing in 1807 of 92 per cent. Confiscation of our ships by Napoleon occurred during this period. From 1811 to 1820, 10 years, American ships handled over 77 per cent of the foreign trade, the largest tonnage accruing in 1820 of over 89 per cent and the smallest in 1814 of 54.5 per cent. Foreign confiscation of our ships, impressment of American sailors and the war of 1812 unfavorably affected development during a part of this decade. From 1821 to 1830, 10 years, American ships carried over 88 per cent of the foreign trade, the greatest tonnage accruing in 1826 of 92.5 per cent. During this period American shipping led the world. Shipowners, ship operators and sailors were as concealed as many of our protected producers on land are today. The ego of successful business then, as now, ignored the effect

of beneficial laws. Shipping interests of those days paid little heed to the law of January 7, 1824, signed by President Monroe, which abolished certain discriminating duties under alleged fair treatment by foreign nations. Final death throes came with the Act of May 24, 1828, signed by President Adams, which made for the exemptions and suspension of discriminating duties and tonnage dues. Yet, in control of the seas (1828-1830), recession of American supremacy came slowly, but surely. Downward we traveled, except during the limited subsidy period of what was called the "American System," from 1848 to 1853, and we approached the Civil War period with the remnants of our former vast overseas merchant ships, strong coastwise fleets and a consequently limited position on the high seas. The "Ocean Mail Act" of 1891—limited mail subsidy—under President Harrison, was hailed as an entering wedge to the restoration of the merchant marine, but the results were not as successful as hoped for. This law (subsidy) did not go far enough to be competitive with the advantages to foreign shipping given by foreign governments. Shipping remained static for years.

Now we come to the vast building program of World War emergency with an enormous tonnage in the control of the United States Shipping Board, only a small proportion of which is now in active service.

Under the most discouraging circumstances and at its start, this Government gave the discriminating policy 30 years' trial and with indisputable success. Every great leader, every party, every Congress and every Administration has declared friendship for American shipping; but only the first Congress gave encouragement by law through discriminating duties to American shipping in the overseas trade. The life of this law (1789-1828) covers the only period of steady growth and continuous prosperity in the history of American shipping.

We may well follow George Washington and Alexander Hamilton, who were steadfast in support of the discriminating duty policy; we may well follow William McKinley, who, discussing the platform of 1896 in his letter of acceptance, said:

"The policy of discriminating duties in favor of our shipping which prevailed in the early years of our history should be again promptly adopted by Congress and vigorously supported, until our prestige and supremacy on the seas is fully attained. We should no longer contribute directly or indirectly to the colossal marine of foreign countries, but provide an efficient and complete marine of our own. Now that the American Navy is assuming a position commensurate with our importance as a nation, a policy I am glad to observe the Republican platform strongly indorses, we must supplement it with a merchant marine that will give us the advantage in both our coastwise and foreign trade that we ought naturally and properly to enjoy. It should be at once a matter of public policy and national pride to repossess this immense and prosperous trade."

We may well follow United States Senator Oscar W. Underwood of Alabama, who in 1913, as chairman of the Ways and Means Committee of the House of Representatives, said:

"As stated by W. W. Bates, it is clear that there are no treaties that stand in our way to prevent us from enacting a discriminating tariff duty in favor of American ships. It was the policy of the fathers; it built up our merchant marine from a point where it was carrying 17 per cent of our commerce to a point where it was carrying 90 per cent of American commerce, in a period of seven years. It does not place additional burdens on the people; it is not a policy of doubtful constitutionality; it is a policy that has been tried and proved effective. It is a policy by which we can restore the American flag to the seas and the American ships to our commercial trade. It is a policy that will enable us to find foreign markets for our surplus products in agriculture and manufacture. It is a policy that will enable us to build up

the export trade of the American people. It is a policy that will restore the balance of commerce as well as of trade to our nation. It is a policy that will ultimately overcome the necessity of our paying a foreign balance in gold to European nations and will bring prosperity to all lines of industry."

The article by Lloyd W. Maxwell against discriminating duties seems to be a good review of a book entitled, "Discriminating Duties and the American Merchant Marine," by the same Mr. Maxwell, published in London and New York, and of his own college thesis upon graduation. Seldom is anything published in London favoring American shipping. The article and book pass over the English Navigation laws (1661 to 1849) with gentlemanly gestures. The English Navigation laws applied every method which would advance, develop and maintain British shipping. The contention that "in principle the plan (discriminating duties) was the nearest approach to the English Navigation laws" is not true. The United States had discriminating duties and preferential tonnage dues and limited exclusion laws for short periods, only; whereas, England continued every conceivable obstruction in maritime competition. Of a witness in court we say, "False in one, false in all." The article cunningly develops overseas tonnage and says, "Discriminating duties could have no influence in attracting to domestic vessels more than one-third of our imports against which duties are levied," and that "the total carriage of imports would not be much increased." Mr. Maxwell refers to his own London and New York book in support of the theory. This claim is answered by official Treasury statistics which show that from 1801 to 1830, 30 years, American ships carried 87.3 per cent of the imports and 82.2 per cent of exports. The article admits that, "beginning with the record for 1790, the tonnage grew sufficiently to be almost doubled by 1800, and to be almost trebled by 1810," and refers to the slight decline of 1818, but is not honest enough to mention the disadvantages of the English treaty of 1813, which abolished discriminating duties in the direct trade with England and continued the American inequalities and disadvantages in the West Indian trade. The article claims that our own great maritime success was largely due to the neutrality in times of European wars, but says nothing of the confiscation of our ships and the impressment of our sailors in war and in times of peace.

Mr. Maxwell stresses "reciprocity" as the desideratum of legislators in handling the shipping question. It was equality of treatment by foreign maritime nations which was denied us and led to discriminating duties. Mr. Maxwell admits: "It was necessary to discriminate in order to counteract the programs of competitors"—that is, the article admits necessity and success, but, I quote: "The practice of discrimination was outlawed a long time ago"; and, "We must not be foolish enough to legislate ourselves out of the chance to carry export cargoes."

The article, which, by the way, was dated from the office of the National Industrial Conference Board, sounds like a free trade idealist's, or from the agent of foreign interests. It is simply against discriminating duties, but offers no solution, no remedy for present conditions. We have the idle ships, lots of them, sailing round their anchors. Simple negation will build nothing. If the writer was a real friend of the American merchant marine, he would make a constructive recommendation, and not obstructive.

Savannah, Ga.—The recently completed plant of the E. & W. Laundry is the largest plant of its kind in the South, having all of its equipment on one floor, according to Arthur Solomon, owner. The building covers a site 230 by 240 feet, and is equipped with the most modern machinery. About 200 persons are employed.

\$22,700,000 Natural Gas Pipe Line to be Constructed.

Amarillo, Tex.—Work on a natural gas pipe line, estimated to involve the expenditure of \$22,700,000, from the Amarillo gas fields to Denver, Col., contracts for which have been let, will be pushed with all possible speed. The line will be 22 inches in diameter from the field to Pueblo, and 20 inches in diameter from there to Denver. The Texas section will be owned by the Canadian River Gas Company and the New Mexico and Colorado sections by the Colorado Interstate Gas Company. The line is being designed and construction supervised by Ford, Bacon & Davis, Inc. Contracts have been let to the Oklahoma Contracting Company of Dallas for the Texas section and to Williams Brothers, Inc., of Tulsa, for the New Mexico and Colorado sections. The pipe will be furnished by the National Tube Company, Pittsburgh, Pa.

The length of the main line is 341 miles. It will be completed about October 1, 1928. One compressing station, 3000 initial horsepower capacity, will be constructed at the field end, and three booster stations of 5000 horsepower each will be located at intervals along the line as needed.

The principal consumers are the Colorado Fuel & Iron Company, Pueblo, and the Public Service Company of Colorado, which purchases gas wholesale at the city gates and distributes in Pueblo and Denver.

A 20-inch line from this field to Kansas City, Mo., is nearing completion, and according to present indications it will be delivering gas by January 1. It will enable the Doherty Company to deliver into its system an additional 100,000,000 cubic feet of gas daily.

Exports Increase, Imports Decline.

The excess of exports over imports for the 10 months ending October amounted to \$489,450,000, as compared with \$165,446,000 for the similar period of 1926. Exports during the 10-month period increased \$135,467,000, while imports declined \$188,537,000, the total exports for the 10 months ending October, 1927, being \$3,998,458,000, as compared with \$3,862,991,000 for 1926, and the imports ending October, 1927, amounted to \$3,509,008,000, as compared with \$3,697,545,000 for the 10-month period ending October, 1926.

Export values amounting to \$490,000,000 during October were higher than any previous October during the last six years, excepting 1924 and 1925, although the 1925 exports were only \$567,000 more.

To Develop Gold Mine Near Asheboro, N. C.

Winston-Salem, N. C.—The Uhwarrie Minerals Company has been incorporated by W. L. Harper, W. R. Weir and Thomas Wilson, all of this city, to promote development of a gold mine near Asheboro, according to Benet Polikoff, local attorney. The company is now preparing to issue securities, having received a permit from the State of North Carolina for that purpose. No construction has been undertaken thus far and no contracts let. The mine has been examined by the State Geologist and mining engineers. Assays have been made, all of which are very favorable, it is said.

Texas County Sells \$300,000 Bonds Courthouse.

County Judge E. S. Pritchard of Eastland, Texas, advises that Eastland county has sold a bond issue of \$300,000 for, the construction of a courthouse there to the Brown Crummer Investment Company of Wichita, Kan., and Dallas, Texas, at a premium of \$8405. As previously announced, the building will be five stories and basement, probably of brick, stone and reinforced concrete. Plans are being prepared by the David S. Castle Company of Abilene, Texas.

Southern Railroads Explain Their Coal Rate Reduction.

[Special Correspondence Manufacturers Record.]

Washington, November 19.

The 15-year-old "Lake Cargo Coal Case," a controversy between bituminous coal mine operators of Pennsylvania, Ohio and northern West Virginia, on the one hand, and operators of mines in Virginia, West Virginia, Kentucky and Tennessee, on the other, regarding freight rates on their product to ports on Lake Erie for transshipment across the Lakes to the northwest section of the country, came before the Interstate Commerce Commission again on November 16, when public hearings were begun on the proposal of the Chesapeake and Ohio, Norfolk and Western, Louisville and Nashville and Virginian railroads to reduce their lake cargo rates 20 cents per ton.

This action was taken by the Southern roads in order to meet a similar reduction given the so-called "Northern" roads; that is, roads serving the coal producing districts of Pennsylvania, Ohio and northern West Virginia, by the Commission early in the spring. The reduced rates were originally filed to become effective August 28, but upon protest from the Northern producers were suspended by the Commission until March 10, next. At the hearing, which attracted a large attendance, officials of the Southern coal-carrying roads were unanimous in declaring that, despite the large amount of revenue they would lose by reason of the proposed reduction in rates, it was essential to the industrial life of the territory they serve that their lake cargo coal rates be lowered.

F. M. Whitaker of Richmond, Va., vice-president in charge of traffic of the Chesapeake and Ohio and Hocking Valley railroads opened the proceeding in behalf of the Southern roads. He made a vigorous plea for approval of the tariffs now under suspension, contending that they should be allowed to go into effect for the reason that they benefit the public, or consumers, who are the principal beneficiaries, as well as the producers. The latter will be benefited by being enabled to continue doing business in the lake market under the same competitive conditions as heretofore in so far as the freight rates are concerned. Also, he made it clear that the action of the Chesapeake and Ohio in reducing its rates, in the face of the Commission's decision of May 9, which suggested that these rates be not disturbed, was not to be construed as criticism of that decision. "It was taken to preserve the differentials formerly existing and because it was believed to be an absolute necessity," he said.

The executives of these roads, he continued, feel that it is their duty as responsible managers to protect the business and earnings of their companies, and that they are at the same time obliged to protect the shippers and consumers who have relied on their roads for service at reasonable rates. The true interests of consumer, shipper and carrier are identical and the protection of one can be attained only by the protection of the others, he argued. From constant contact the witness has had for many years with coal producers, sellers and consumers, and from the frequent conferences with them regarding their problems, he said he was convinced beyond a doubt that any further spread in the relationship of his road's rates above those of competing districts on other roads will work an "undue and unjust hardship" upon the Chesapeake and Ohio Railway Company.

Asserting that, while the proposed reduction of 20 cents

per ton will mean a loss to the Chesapeake and Ohio of approximately \$2,000,000 per year, based on present lake coal tonnage, Mr. Whitaker said he was confident that failure to make such a reduction would result in much greater loss. This was demonstrated by a thorough investigation made by the company before it filed the tariffs reducing the rates, he said, and he warned the Commission that, because commercial shipments are balanced with lake shipments, any change adversely affecting the railroad's lake business will affect not only the volume of the commercial coal business, but also the volume of all other business on the lines of the railroads, particularly in the coal districts. Further, he pointed out that any loss in volume of lake coal business will increase the cost of handling all of the business on the railroads and throw an undue burden upon other traffic.

The Chesapeake and Ohio and other Southern roads have spent millions of dollars in preparation efficiently and economically to handle a large volume of Southern coal to the lakes, because at many times and over long periods the Southern roads had to haul all of the coal going to the lakes when the Northern fields, due to strikes and lockouts, were not producing and the Northwest was wholly dependent on the Southern roads for this commodity. Therefore, he declared, when the Commission ordered the Northern roads to reduce their rates, and in order to protect this enormous investment, it became necessary for the management of the Southern roads to consider the effect upon their properties and upon their patrons upon whom these railroads are largely dependent. After studying the situation affecting these rates from every angle and after mature and careful consideration, taking every factor into account, officers of the Southern roads concluded that their duty required them to reduce the rates. It was evident, he said, that if they did not reduce these rates the roads would lose a large volume of business. In conclusion, Mr. Whitaker said:

"We consider this question one of management, clearly within the power and control of our roads, since it will be shown that the proposed reduced rates will be profitable in and of themselves, and, therefore, reasonable; will save our roads from actual loss, will preserve the business which our roads have been prepared at great expense to do, and will relieve other traffic from a burden it would otherwise bear. No question of discrimination against the Northern fields is involved, as the Commission has twice found, and we are simply exercising, as we see it, our legal right to make reasonable rates to protect our tonnage and property values."

S. M. Adsit, traffic manager of the Virginian Railway, followed and declared that, like the Chesapeake and Ohio, the Virginian's management believed it to be its duty under the circumstances to render all support it could to the coal producers and the coal carriers of southern West Virginia, and because, if the now suspended tariffs are allowed by the Commission to go into effect, there will be a legal obligation on the part of the Virginian and its connections to establish the rates. Widening of the differential in favor of the Pittsburgh and other fields on lake cargo coal, Mr. Adsit said, makes a "severe hardship upon the coal shippers of southern West Virginia, and unjustly impairs the value of, and jeopardizes, their investment."

On the basis of its 1926 business, the Norfolk and Western stands to lose \$1,058,782 a year, according to testimony submitted by B. W. Herrman, traffic vice-president of that

carrier. In 1926 the lake cargo traffic of the Norfolk and Western amounted to 5,292,889 tons, while the total revenue derived from this business aggregated \$10,667,679.

Mr. Herrman said that, following the Commission's decision reducing the rates from the Northern fields, the Southern coal operators and rail officials got together and after many conferences reached the conclusion that the producers could not absorb in their prices the effect of the reduction granted their Northern competitors. It was, therefore, agreed that it would be preferable, because of the desirability of the lake cargo traffic, to reduce their rates and thus receive a small return, than to lose the traffic altogether. He cited statistics showing that the cost of hauling coal on the Norfolk and Western is 2.7 mills per ton-mile. "The proposed rates," he added, "will yield some return above the cost of hauling, and the nearer to full capacity we can operate our facilities the better off we will be."

According to J. M. Dewberry, general coal and coke agent of the Louisville and Nashville Railroad, that carrier will lose approximately \$7,000,000 a year, unless the proposed reduction in rates is allowed to become effective. His company, Mr. Dewberry said, began to feel the effect of the Commission's decision reducing rates over the Northern roads as soon as the lower rates were put into operation.

E. M. Thomas, comptroller of the Chesapeake and Ohio; R. C. Parsons, assistant to the president of the Louisville and Nashville, and George D. Brooke, general manager of the Chesapeake and Ohio, also offered testimony in defense of the proposed reduction.

Following the conclusion of the present hearing, which is expected to continue for a week or more, the proceeding will be transferred to Minneapolis, Minn., where, beginning November 29, consumers of bituminous coal in the Northwest will be given an opportunity to express their views on the proposed reduction in rates.

Statistical Data Important Factor in Our Economic Life.

The number of American business men, bankers, economists and students who make use of the statistical information collected by the Government is increasing steadily each year, according to director of the Census W. M. Steuart in his annual report to Secretary Hoover. The United States, the report shows, ranks first as a compiler of statistics, these data covering practically every important phase of our economic, business and social existence.

During the last fiscal year the Bureau of the Census published more than three and one-half million items besides furnishing facts and figures in response to 48,000 letters of inquiry. More than five million reports were received from individuals and enterprises and in addition the Bureau did more or less tabulation work on an additional 11,000,000, making the total number of reports handled during the year in excess of 16,000,000.

The most important and fundamental work performed by the Bureau, it is pointed out, is the census on population, which according to law must be taken every 10 years.

During the last fiscal year the first census on distribution was undertaken, questionnaires being sent to 17 cities selected for this preliminary canvass. This census included wholesalers, retailers, commission merchants, manufacturers' agents, brokers and other classes engaged in the distribution of commodities. Statistics on this census are now being tabulated and made public as rapidly as possible. They show the number of different classes of stores, kinds of business, number and classes of persons engaged, salaries and wages paid, stocks on hand and net and gross annual sales.

Ask Cotton Bags for Cement in South Carolina Road Work.

In the campaign "to urge the fullest use of cotton products and to discover new uses, and to resist with all the influence at its command any efforts and tendencies hostile to the cotton industry," the Cotton Products Extension Committee of South Carolina, from its office at Columbia, has notified the South Carolina Highway Commission of its urgent advocacy of the use of cotton bags for cement in road work in that State. Arguments against the use of cotton bags are attributed to the Commission in a letter from the cotton committee.

To a reputed assertion by the Commission that cotton bags would not stand up under the multiplicity of handlings incident to ocean transportation of foreign cement, the letter says that "last month, two cargoes of foreign cement destined for South Carolina highway work were brought into Charleston within two days of each other and a considerable part of each cargo was contained in cotton bags." Some of these bags, it adds, were "made of South Carolina cotton by South Carolina labor in a South Carolina textile mill, the Ware Shoals plant of the Bemis Brothers Bag Company."

In asking that the South Carolina Highway Commission "require that all future contracts for State highway work shall stipulate that cement must be contained in cotton bags of American manufacture," the letter says that "such a move would affect not only textile bag manufacturers and cotton growers in South Carolina, but also would have an important bearing on the consumption of cotton for cement throughout the country."

Manufacturers and growers of cotton throughout the country who have united for a vigorous campaign for extension of the uses of cotton are "much concerned over the situation in South Carolina," says the letter, and adds:

"The Cotton Products Extension Committee wishes to say to you in all sincerity that a policy of refusing to patronize and support by all proper means South Carolina cotton, South Carolina textile mills and Southern industries generally will paint a warning sign in red letters, miles high, for all industrial America to read: 'Beware of South Carolina—Unfriendly to Industry.'"

Highway commissions of Alabama, Florida, Georgia, North Carolina and Virginia already have promised the Cotton Textile Institute that hereafter they will specify cotton bags for cement, says the letter, and concludes by again urging the South Carolina Commission to do likewise.

\$5,000,000 Expenditure for Three New Buildings Under Way at Dallas.

Dallas, Texas.—Three major building projects now under way here involve the expenditure of \$5,000,000. A 17-story addition to the Medical Arts Building is being erected by the Cary-Schneider Investment Company at a cost of about \$1,000,000. Work on the concrete frame is now in progress. Steel work is nearing completion on the big office building for the Southwestern Bell Telephone Company, a 14-story structure estimated to cost \$3,000,000, which when completed will be one of the finest structures of its kind in the Southwest. Because of the ceiling height of the lower floors it will approximate in total height an 18-story building. Plans call for the erection of a second unit later, the entire project to cost more than \$5,000,000. The new Dallas County Hall of Records will be completed soon after the first of the year. This building will house various offices of the county, and adjoins the Criminal Courts Building and across the street from the courthouse. It will cost approximately \$600,000.

A Protective Tariff Essential to the Agricultural and Industrial Prosperity of the South.

By J. C. McAULIFFE, Augusta, Ga.

[J. C. McAuliffe, the writer of the following article, is associate editor of the *Augusta Chronicle*. For several years, he was a member of the Southern Tariff Commission. He is an ex-president of the Georgia Press Association and is considered an authority on the subject discussed, dealing especially with the importance of a protective tariff for the agricultural and industrial interests of the South.—Editor *Manufacturers Record*.]

In the matter of the South and tariff, there can be no question whatever that a changed attitude is becoming manifest, not only among the business men, but also among the farmers of the cotton belt. This condition has been brought about by the changed world situation. It is a demonstration of the age-old assertion that "Time makes ancient good uncouth."

In virtually all fields of endeavor in the South, the political economists and students of international affairs are universal in their expression of opinion as to the course this section should pursue in the matter of tariff. In the first place, the South formerly depended largely upon reciprocal trade and, consequently, was at the mercy of world markets for the disposition of its products. At that time all the South had to offer was cotton. About 1857 or 1858 Major Harry Hammond, then a political leader in South Carolina, threw out the challenge to the world that no nation could make war on cotton. He proclaimed cotton as king and asserted that around the fleecy staple the banners of civilization would float, maintaining and contending that without it humanity could make no notable advancement. It was through this declaration that "King Cotton" became the popular name and as such was heralded to the uttermost ends of the earth.

In the past decade notable changes have been recorded. The farmers of the South were the first in this section to take a determined stand in the matter of tariff. This came about when diversification began to be practiced extensively. In a short time it developed that new world-trade conditions had opened the markets of the Orient and consequently the cotton belt farmers awoke to find themselves literally swamped with offerings of the things that they grew and had to offer to the world. In this way not only did world competition enter into their affairs, but, actually, domestic trade was marshalled against the products of the South.

This was particularly manifest in the importations of peanuts, soy bean meal and oil, copra oil and other vegetable products. Tremendous quantities of these products were shipped and dumped right at the seaports in Savannah, Jacksonville, New Orleans, Galveston and other ports of the South. The result was that peanuts declined in price to such an extent that the farmers of the South could not continue to grow them with any degree of profit. The soy bean and copra products offered tended to annihilate the cottonseed meal, cottonseed oil and other similar industries of the South.

Just about this time the so-called Southern Tariff Commission was formed, with a view to being an advisory adjunct of the Federal Tariff Board. This board held a meeting in Atlanta, attended by Mr. Coolidge, then Vice-President, and also at other points in the South. At the Atlanta meeting a movement was inaugurated, looking toward placing a tariff on peanuts. A few of the proponents of the tariff went about it rather timidly, suggesting one and one-half cents a pound, but the writer insisted that, in order to be effective to any degree, a levy of three cents a pound would be necessary. This was finally recommended and eventually adopted. Similar protection was afforded in the case of soy bean cake, soy bean oil, copra oil and other Oriental vegetable oil products. The result was that the peanut industry, which is now in a flourishing condition in the South, was saved to the country

and at the same time the cotton farmers were assured of a better market for their cottonseed and the cottonseed oil mills were given a reasonable guarantee of profitable operation under American business ideals and principles. This condition has continued to grow, until adherents of the tariff are becoming more general throughout the country.

Another example may be cited in the case of the movement to procure an adequate tariff on jute and jute products, so that the manufacturers of this country will be enabled to use cotton bags and containers for their products. Unless this is done, there will be a marked decline in the use of cotton bags and cotton containers of every character, as the manufacture of jute is being developed to such a degree of fineness that fabric which can compete considerably with cotton will soon be offered. The situation at the present time is such that the South—the cotton growers and the cotton manufacturers—are suffering competition from this source.

Another threatening factor which is entering into the commerce and industry not only of the South, but also of the whole country, is that of the importation of foreign cement into America. The South is developing rapidly along this line and several of the most magnificent cement factories in the country are now located in the South. At New Orleans, at Tampa and Augusta, a strong fight is being waged to induce speedy action looking toward procuring a really protective tariff on foreign-made cement. There can be no question whatever that this industry and the commerce which is involved should have the protection afforded other manufacturing interests of the country.

The South not only manufactures an immense amount of cement, but also will utilize a great quantity in construction work in the next decade. In some States a movement has already been inaugurated on sentiment, which will largely control. Alabama, for instance, has indicated that Alabama cement will be used by the State, cities and counties in public works construction and that the purchases will be prorated to the different mills operating in Alabama, on a basis of annual output. This, of course, cannot be generally followed in all States, because South Carolina and North Carolina have no cement manufacturing establishments. Georgia, however, is manufacturing some considerable amount of cement at this time and the operation of the Georgia Portland Cement Corporation, another million-barrel plant in the Augusta territory, is designed for the coming year. It is possible for the different States to utilize American-made cement.

In New Orleans recently a large meeting was held in which it was emphasized that in that section American-made cement for American States, cities, counties and other uses should be the slogan. The only outstanding example of this kind in the South that is at variance with this policy is that evidenced by South Carolina, in which an advertisement was placed, stating that foreign-made cement would be considered on the same basis with American products. It is extremely doubtful if there will be a repetition of this statement in the future, as considerable condemnation and disapproval have been expressed not only in South Carolina, but also throughout the Southeast, on this basis.

The South is becoming a manufacturing section and is

interested in protective tariff measures, especially in view of the fact that the rest of the country is embracing the opportunity afforded for advancement through this method of procedure.

The kaolin and clay industry in the South is another example in which foreign competition enters, although, despite this handicap, the kaolin industry continues to progress and expand. With proper protection, however, there can be no question whatever that there will be greater prosperity and progress recorded in all lines of industry in the South over the figures now being attained.

The fact that agriculture is so vitally interested, especially the agriculture of the South, brings up the question of the possible extension of the tariff to cover this field in its entirety. It is a subject which affords opportunity for considerable study and research work. The great trouble about it is that we have too few tax experts and economic authorities; consequently, it is a very difficult undertaking to thoroughly inform the people of this section relative to changed conditions. This is certain to be accomplished in the next few years and great results will accrue to the agriculture, commerce and industry of the South, in which the whole nation will share.

The imposition of a protective, or even a prohibitive, tariff should not be objected to in any considerable degree in the South, because this section is unalterably opposed to the importation of cheap labor from European countries. The South, especially, interposes its political strength and its social influence in restricting immigration, on the ground that cheap labor would serve to disrupt and demoralize general conditions. Unquestionably, this attitude is universal and, if it is maintained and sustained by the people of the South, their attitude toward importing merchandise, products or material of any kind produced by this cheap pauper labor would necessarily have to be in line with the sentiments expressed in regard to immigration. If we are to admit the products of this cheap immigrant labor, it necessarily follows that we might as well—or, better—allow unrestricted immigration to this country, in order that we might utilize this cheap labor to help develop our natural resources, utilize our raw materials and help upbuild the country.

Certainly, we should not import foreign cement, foreign jute products, foreign soy bean oil and cake, foreign peanuts and other products and in this way indicate our willingness to send our money abroad to this class of labor, all to the detriment of our own industry and commerce, to say nothing of our agriculture.

It is time for a well-defined position to be taken by the South in the matter of tariff. We not only have the industrial enterprises involved in this proposition, linked with commerce, but also our agriculture is vitally affected. Without a restrictive tariff we cannot progress on a basis commensurate with our resources, and our possibilities cannot be realized to any considerable degree, unless we join with the rest of the country in enacting tariff prohibitions which will tend to aid the development of the South and assure our continued progress and prosperity.

\$500,000 for New Residences to Be Erected by San Antonio Company.

San Antonio, Texas.—The American Building Company has acquired 26 building sites in Olmos Park Estates and will erect a group of dwellings, after plans by A. H. Cadwallader, Jr., president of the company. A group of residences will also be erected in the Woodlawn District, and two \$25,000 houses will be erected in Oakmont Addition. The combined developments under way and proposed will involve an expenditure of \$500,000.

Texas Onion Industry.

Laredo, Texas, November 14.—More than one billion young onion plants of the Bermuda variety are growing in seed-beds in the Laredo district and will be shipped to various parts of Texas and to points outside the State for transplanting during the next several weeks. In the immediate section a total of approximately 3500 acres will be planted in Bermuda onions and from 12,000 to 15,000 acres are regarded as an average crop for the State.

Bermuda onions are a winter crop. The seed are grown in the Canary Islands and are imported to the United States, reaching here, as a rule in July and August, and are planted from the early part of September to the early part of October in seed-beds. Plants are taken from the seed-beds in November and transplanted in the fields. The crop is harvested in March and April. Production for the State ranges from 3800 to 5000 cars annually, averaging 560 bushels to the car. Strange to say, the chief competition comes from Egypt and not from the Bermuda Islands or other places where onions are produced.

The pioneer planter in Texas was Capt. T. L. Nye. His first efforts were made at Cotulla, Texas. Captain Nye was an old resident of Southwest Texas, and by occupation a ranchman. He at first planted common onions, not the present Bermuda types. He found his first selection matured too late to fill in the markets in the interval between the disappearance of the old northern onion and the reappearance of the new northern onion. The product of his second attempts, the present Bermuda types, yellow and crystal wax, filled the bill exactly. Ordinarily these onions, planted in Texas in the fall, survive the winter, mature in March and April, and therefore are ready to harvest in the spring. The hardihood of the plant, the ease with which it passed through the ordinarily mild winters in the country south of San Antonio, the early profits derived from the sale and the large yields per acre, caused many to turn to its production. Accordingly, following Captain Nye's discovery that Southwest Texas seemed to be the ideal habitat of the Bermuda onion, the industry spread quickly, and in two or three years it became one of the main sources of agriculture about Laredo. Later on, as irrigation systems were installed in the Lower Rio Grande Valley, its cultivation was entered into in the districts of San Benito, Mercedes, Mission and others of that section. In 1909 the Nueces Valley land of South Texas was opened up through the discovery of artesian water, and this became quickly an onion growing section. This artesian belt is today one of the leading producers of onions in the world.

Three Months' Production Fats and Oils.

The Department of Commerce announces that factory production of fats and oils (exclusive of refined oil and derivatives) during the three-month period ended September 30, 1927, was as follows: Vegetable oils, 524,720,075 pounds; fish oils, 36,869,026 pounds; animal fats, 484,996,341 pounds, and grease, 91,019,837 pounds, a total of 1,137,605,279 pounds. Of the several kinds of fats and oils covered by this inquiry, the greatest production, 372,972,417 pounds, appears for lard. Next in order is cottonseed oil, with 246,796,510 pounds; linseed oil, with 169,273,970 pounds; tallow, with 109,858,911 pounds; cocoanut oil, with 65,606,934 pounds, and corn oil, with 30,395,909.

The production of refined oils during the period was as follows: Cottonseed, 164,848,061 pounds; cocoanut, 57,003,280 pounds; peanut, 1,295,760 pounds; corn, 23,708,114 pounds; soya bean, 2,258,807 pounds, and palm-kernel, 537,744 pounds. The quantity of crude oil used in the production of each of these refined oils is included in the figures of crude consumed.

America's Interest in Cuba Analyzed.

[Special Correspondence Manufacturers Record.]

Havana, Cuba, November 19.

Americans who follow the proceedings of the Pan-American conference which will meet in Havana, beginning January 16, and to which President Coolidge has appointed a notable delegation headed by former Secretary of State Charles E. Hughes, may be interested in an analytical sketch of Cuban history delivered before the American Association of Passenger Traffic Officers by H. N. Rodenbaugh, vice-president and general manager of the Florida East Coast Railway Company. Mr. Rodenbaugh was the honor guest of the Association, which is the oldest railway organization of any kind in the world, organized in March, 1855, by 25 representative railway men. It now has a membership of over 250.

Mr. Rodenbaugh said:

"From the very beginning of the history of the United States, the control of Cuba has been a matter of vital importance to us. In our Revolutionary War, if Cuba had been under the British flag, American success might have been thwarted, or at least seriously delayed. In our war of 1812, the control of Cuba was again a matter of gravest concern to the United States. During the early days of our Republic there was constant fear that some European nation would 'make a fulcrum of that position against the commerce and security of the United States.'

"The principal reason for this apprehension lay in the strategic location of the Island. It 'lies at the important crossroads of Caribbean and Gulf trade routes. It commands the only two entrances to the Gulf of Mexico and one of the chief passages to the Caribbean Sea. It is thus in a position to bottle up the Gulf ports of the United States and to jeopardize that nation's control of interoceanic canal routes. Furthermore, its many large and easily defensible harbors could serve as unexcelled posts for enemy ships engaged in blockading the ports or hampering the commerce of the United States.'

"Jefferson wrote and spoke of Cuba's importance to the safety of the United States. He was among the earliest and most enthusiastic proponents of the acquisition of Cuba by our nation. He is alleged to have said: 'We must have the Floridas and Cuba.' Madison and Monroe were much concerned in its disposition. The dread of what might become of it was one of the principal factors that lead to the enunciation of the Monroe Doctrine. In the middle part of the last century our Federal Government at one time was disturbed because it feared that Cuba might come under the control of a government that would abolish slavery, and the effect of such an act upon our closely adjacent slave holding States caused much unrest.

"The Island of Cuba lies south of the Tropic of Cancer, and is, therefore, within the Torrid Zone. It is about 760 miles long, and from 25 to 125 miles wide. Its area is about equal to that of the State of Pennsylvania. The report of Christopher Columbus indicates how greatly its beauty and its apparent wealth impressed him, an opinion that no man has yet seen fit seriously to criticize. It has been called the 'real gold mine of Hispanic America' because of the amazing fertility of its soil. Velazquez made the first permanent settlement in 1511, following that by the settlement of Havana in 1514. Thus about 100 years before the settlements at Jamestown and at Plymouth Rock were made, healthy communities had been made in Cuba. Civilization of the island proceeded rapidly and in 1523, or about 12 years after the first permanent settlement was made, the native Indians were disappearing at such a rate that it became

necessary to import negroes from Africa to serve as laborers.

"Spain early realized that it was vitally necessary to retain Cuba if its supremacy in the western world was to be maintained, and to that end put forth all its strength to hold it. Early in Cuba's history, however, it was attacked by French, English and Dutch pirates, each of whom left many scars upon the colony. During our own French and Indian War, a combat primarily between France and Great Britain, Spain became embroiled with Great Britain, and the latter's fleets shelled and captured Havana. The British occupied the city for about a year, but so great was the dismay in Spain because of their loss that it was determined to redeem it at almost any price. Accordingly, Spain ceded our own Florida to Great Britain in exchange for Havana, in 1763. The latter country retained Florida until 1783, when, having lost its colonies to the north in the American War of the Revolution, it returned Florida to Spain in exchange for grants in other parts of the world, which Great Britain thought would be of greater value to her.

"This British occupation of Havana for a period of about a year is very important, in that it gave the Cubans a taste of the fruits that followed the freedom of trade, a freedom which had been rigorously denied them under Spanish rule. This experience laid the foundation for much of the feeling against Spain which caused so much bloodshed in the next 130 years.

"From this very brief review it can be seen how much the United States has been, and is, and will be profoundly concerned in the fate of Cuba. The progress of affairs in the last 30 years between these two countries has brought about a condition that is mutually beneficial and mutually satisfactory. There is no thought now but that the present happy solution will continue always, and the apprehension and uncertainty of the last century and a half forever disappear.

"Just a few words about its industry and commerce. Cuba has come to be recognized as the 'sugar bowl of the world.' The sugar crop of 1925 amounted to about 5,100,000 tons, or nearly one-fourth of the world's total production. Normally, the United States takes about 90 to 95 per cent of the Cuban crop. Cuba is an intensely commercial country, exporting nearly everything it produces and importing nearly everything it consumes. The population in 1922 was estimated to be about 3,125,000; that of Havana is about 600,000.

"In looking over some data recently relating to Cuba I read an observation of a historian that I thought was interesting. He is a writer of prominence, and his book severely, even caustically, criticized Cuba's political operations, and viewed many other of its habits with a forced tolerance that was just a degree removed from scorn, but in the book he expresses the view 'that it is open to question whether life may not be better in Cuba than in the United States.' He appears to find in Cuba's lack of official repression a more satisfactory life for the individual than results from the tendency to prohibit so many things in what he terms the great republic to the north."

\$3,000,000 Arkansas Bonds Sold.

A banking group, headed by Halsey, Stuart & Co. has purchased \$3,000,000 State of Arkansas Bonds. Associated in the transaction were: E. H. Rollins & Sons, Redmond & Co., Eastman, Dillon & Company, R. W. Rensprich & Co., B. J. Van Ingen & Co., Howe, Snow & Co., Inc., Stiffel, Nicolaus & Co., Inc., and a number of Western firms.

New Coal-Handling Plant of Western Maryland Railway.

The new coal-loading facilities at the Port Covington (Baltimore) coal pier of the Western Maryland Railway were completed and placed in operation in October. The equipment, designed and constructed by the Wellman-Seaver-Morgan Company of Cleveland, Ohio, is to be used in conjunction with other coal-handling machinery on the same pier, consisting of a lifting car dumper and a conveyor loading plant installed by the same concern several years ago.

The new equipment includes a W-S-M revolving dumper, into which cars are introduced by a mule haulage; a receiving hopper for the coal dumped by the car dumper; an apron feeder for removing coal from the hopper and loading a 60-inch conveyor belt 500 feet long, which in turn delivers the coal to the boat over a conveyor carried on a loading boom, this boom conveyor being part of the original equipment. This installation has more than doubled the loading capacity of the pier, and is chiefly interesting from the fact that it represents the first use of the W-S-M revolving car dumper for loading boats. The adaptation of this machine to boat-loading operations is accomplished in such a manner as to reduce breakage far below the ordinary minimum in dumping the coal from cars, and the coal thus discharged into the hopper is removed in a slow moving stream without drop and consequently without degradation.

At Port Covington the road cars from the gravity yard are pushed up a 15 per cent incline into the car dumper, and the mule is operated by a haulage and tail rope in the usual manner, both ropes being wound on a drum forming part of the haulage machine. The drum is geared to the motor by one spur and one herringbone reduction and the 450 H.P. mule motor is electrically tied into a 300 K.W. generator, direct con-

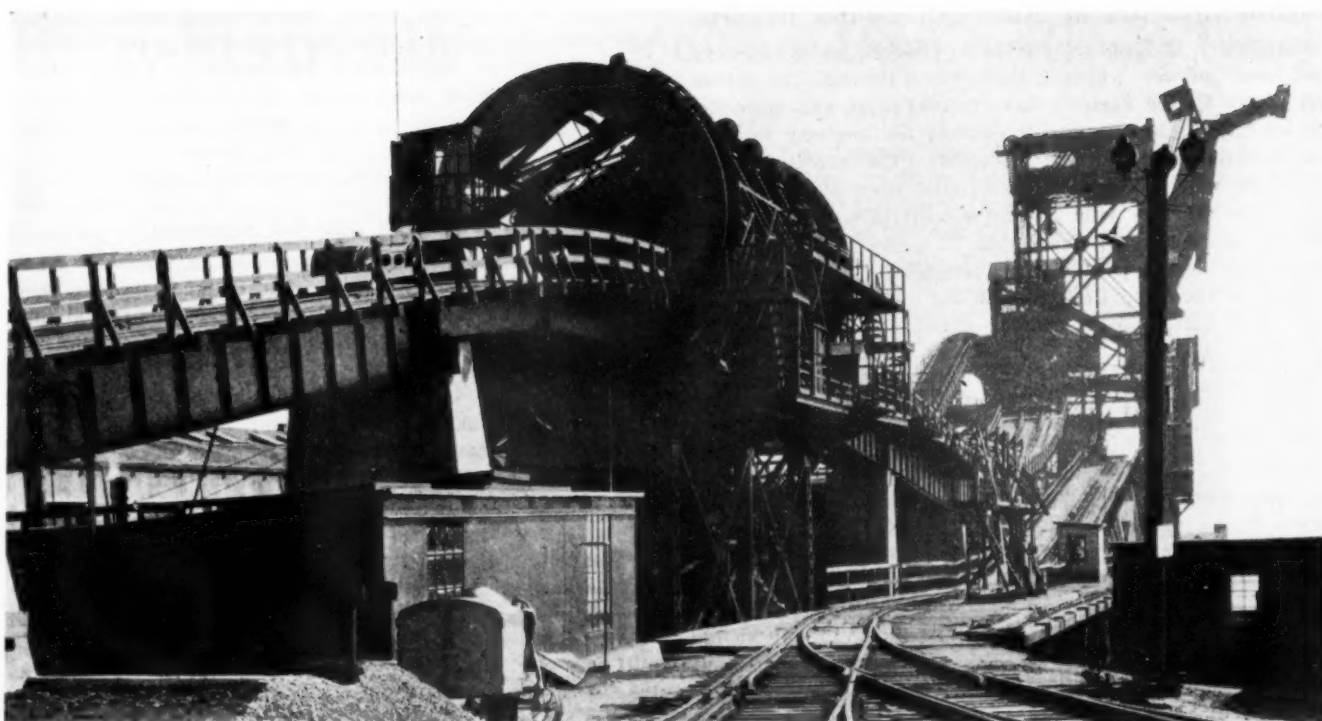
nected to a synchronous motor operating on a 550 v., 3-phase, 25-cycle power supply. The movements of the mule are regulated by automatic control of the generator field, the various slowdowns and stops being operated by a traveling nut-type limit switch, and a master control switch for operating the starting and stopping switches is located in the operator's cab at the end of the dumper.

The car dumper is of the W-S-M revolving type, consisting of a car receiving cradle provided with rings at each end, the rings being surrounded by heavy rails, which are supported at each end by two pairs of equalized rollers. Near each end of the cradle it is partially surrounded by gear segments, which mesh with pinions driven by spur gears and a worm reduction connected by a flexible coupling to the 100 H.P. A.C. driving motor. This is the only motor used to operate the car dumper and is provided with magnetic control and limit switches for slow down and cut out in either direction. The electrical equipment used in this installation was furnished by the General Electric Company. The gearing is proportioned for a capacity of 35 cars to 40 cars an hour.

The car rails in the cradle are mounted on a movable platen, which is held in alignment with the approach and run-off rails when the cradle is seated. As the cradle starts to rotate, this platen moves sidewise until the side of the car rests against the car blocking. As the cradle continues to rotate, four car clamps automatically engage the car and hold it in position while it is inverted to discharge the contents of the car. These clamps descend by gravity to the top of the car, being automatically adjustable to varying heights of cars. After the rotation of the cradle to a predetermined angle, the clamps are securely locked in position



VIEW FROM RUN-OFF END OF REVOLVING CAR DUMPER, SHOWING LIFTING CAR DUMPER IN BACKGROUND AND UPPER END OF 60-INCH BELT CONVEYOR AT LEFT.



W-S-M LIFTING AND REVOLVING CAR DUMPERS IN USE ON THE WESTERN MARYLAND PIER.

by counterweighted arms. The counterweights are arranged to travel on inclined guides on the car dumper foundation and on the return cycle the counterweights engage these guides, exerting a pull on the clamp-lifting chains and raising the clamps.

The dumper is located on an elevated platform, which also forms a support for a 75-ton hopper, into which the coal is discharged from the cars, this hopper being so located beneath the dumper that the material is restrained from falling when leaving the car, but is allowed to fill the hopper gradually as the dumper revolves. The bottom of the hopper is provided with two outlets, which are served by a single 54-inch steel apron feeder traveling at 200 feet a minute, and this feeder draws the coal from the hopper, without drop, in a smooth, steady stream, which is carried longitudinally and discharged into a chute inclined to give the coal proper velocity to feed the 60-foot conveyor belt. The feeder is operated by an 80 H.P. A.C. motor, to which it is geared by change gears, so that it can be operated at 200 f.p.m. or at 100 f.p.m. The capacity at high speed is approximately 2200 tons per hour.

The 60-foot conveyor, receiving its load from the chute at the head end of the feeder, is carried by roller-bearing troughing idlers up an incline of 14 degrees and a short, horizontal run to the loading tower, about 500 feet distant, where it discharges direct to a 54-inch apron conveyor carried by a boom on the loading tower, the coal being discharged through a telescope chute suspended from the outer end of the boom and extending into the boat. The 60-foot conveyor is driven by tandem pulleys directly geared to a 250 H.P. A.C. motor. This mechanism is also provided with change-speed gears, so that the speed may be varied from 650 f.p.m. maximum to 350 feet minimum. A gravity take-up is provided adjacent to the tandem drive pulleys.

Observation of the operation of this plant gives experts basis for the conclusion that there is practically no breakage of coal. Contrary to the usual contention that transfer from one carrying medium to another causes degradation, coal is transferred from the hopper to the feeder, from the feeder to the 60-inch conveyor and from this to the boom conveyor with practically no agitation, and a very noticeable absence of that dust which is always present when breakage occurs.

\$1,000,000 Expenditure for 13 Additional Stories to 14-Story Kansas City Building.

Kansas City, Mo.—Plans have been made by the Southwestern Bell Telephone Company, St. Louis, to erect 13 additional stories to its 14-story administration and equipment building here, contract for the steel having been awarded to the American Bridge Company of New York, and for steel erection to the St. Louis Steel Erection Company. Bids on general contract will be received until November 21.

Basement piers will be reinforced to carry the added construction; the proposed addition will be of terra cotta on the exterior, with concrete floors. Due to the height of the structure the water and heating distributing system will be split at the fourteenth floor, this arrangement being designed to avoid the necessity of reinforced fittings to withstand a pressure generated under a head of 394 feet. The addition will contain approximately 75,000 feet of floor space, increasing

the present area about 75 per cent. New elevators, plumbing and electric wiring will be installed. Metal windows will be used throughout the addition. Hoit, Price & Barnes of Kansas City are the architects and I. R. Timlin of St. Louis associate architect.

A new 13,200-volt transformer station will be installed by the Kansas City Power and Light Company to supply power for illumination and motors and for the operation of telephone equipment.

Water Improvements for North Carolina Town.

Lenoir, N. C.—Preliminary investigations are being made by Spoon, Lewis & Camp, consulting engineers, of Greensboro, N. C., and S. B. Howard, consulting engineer, of Lenoir, who have been retained as engineers for improvements to the municipal water system. They will design and supervise the construction of improvements, including a filtration plant.

English Criticism of American Cotton Reports.

Manchester, England, November 8—[Special.]—"With every additional journey which I have made through the cotton belt of the United States I have formed more and more the opinion that it is humanly impossible for anybody to forecast as early as August 1 or September 1 the indicated cotton crop with any degree of accuracy, not even a Government department," states Arno S. Pearse, general secretary of the International Spinners' Federation, in a special report on his recent tour through the American cotton belt. He levels many charges at the Crop Reporting Board and virtually accuses the United States Government of stimulating public gambling in cotton.

With regard to the methods of crop forecasting, Mr. Pearse states that the 40,000 or 50,000 individual Government reporters little understand the meaning of percentages. At one farm in the Mississippi Delta the manager said the yield per acre would be 350 pounds, but half an hour later the owner of the plantation said that it would not be more than 250 pounds. Mr. Pearse is convinced that the task of estimating the crop before October is beyond anybody's power, and he advocates the suspension of the reports in August and September and suggests that each individual should draw his conclusions from the acreage report issued in June and that a crop estimate should not be issued until October 1, "when the possibility of guessing the approximate final yield, owing to the harvesting having been largely made, is not connected with so many assumptions as earlier in the season." Mr. Pearse thinks that the guesses between June and October of the private individual are as good as those of the Government, "as past experience has proved only too frequently, but the outside public is guided by the estimates or guesses which bear the stamp of the Government authority, and for that reason it seems positively wrong that the Government should assist the public in gambling, even to the detriment of the legitimate cotton user. This year the Government report of September was responsible for an unjustified price advance and a subsequent fall of 5 cents per pound," but he believes in the integrity of the individuals who compose the Crop Reporting Board.

Mr. Pearse says that the American public has learned to speculate on a much broader scale than in pre-war days, and that almost every street merchant, waiter, typist and clerk in New York had an interest in cotton in August-September. He also alleges that the Crop Reporting Board, when it was preparing the August 8 report, had under consideration a weevil report which had been sent in by a New York futures house.

With regard to the controversy between Colonel Hester, secretary of the New Orleans Cotton Exchange, and the Bureau of Agricultural Economics as to the consumption and stock figures, Mr. Pearse replies that the difference between Colonel Hester's and the International Spinners' Federation taken over a period of seven years is very trivial. During that period, he says, Colonel Hester estimated the total consumption at 88,481,000 bales and the International Spinners' Federation's estimate was 89,323,000 bales. This statement is interpreted to show that the International Spinners' figures on the average are higher than Colonel Hester's, and that they are not trimmed to prejudice the Southern growers. On the question of crop reporting Mr. Pearse states that it is necessary that the spinning industry should have one or more unbiased reporters in the States who are in a position to correct any wrong statements with which the trade and general public are fed.

Mr. Pearse's report also refers extensively to the cotton exchanges, comparative value of futures contracts, boll weevil, mechanization and extension of cotton growing, automatic

cotton pickers, sledged cotton, seed-breeding farms, Mississippi flood, staple cotton, planters' bale weights, cotton farmers' co-operatives, round bales, University of Texas, economies in purchase of Delta cotton, the Cotton Textile Institute and the Association of Cotton Textile Merchants of New York.

New Baking Plant for Louisville.

Regarding plans of the Donaldson Baking Company for a plant in Louisville, Ky., W. E. Morrow, secretary of the Louisville Board of Trade, advises that the company is said to have taken over a one-story brick building at 14th and Hill streets, containing 17,000 square feet of floor space. The plant is expected to begin operations next year, employing 125 people for making bread, rolls and cake. Fred E. Allen of Indianapolis has been named as manager.

Texas Town Wants Cotton Mill.

N. R. Morgan, attorney of Seminole, Texas, in writing to the MANUFACTURERS RECORD about some of the advantages of Texas from the standpoint of cotton manufacture, says:

"We desire to get in touch with cotton mill and knitting mill people who may be prepared to take advantage of existing conditions and opportunities in the State.

"The constantly increasing use of cotton and the intelligent efforts being made to protect the plant from destructive insects, together with the recognized success of Southern cotton and spinning mills all tend to encourage the establishment of more cotton mills in Texas. The laws of the State are more liberal to legitimate corporate investment than those in many other States.

"Many of the people in Texas are beginning to realize that if the State was now prepared to spin its annual cotton crop it virtually could control world production."

\$750,000 Improvements to Hagerstown Cement Plant Let to Contract.

Improvements estimated to entail an expenditure of \$750,000 are under way at the Hagerstown (Md.) plant of the North American Cement Company, main office Albany, N. Y.

Waste heat equipment is being supplied by the Edge Moor Iron Company, Edge Moor, Del., the Foster-Wheeler Corporation, New York city, and the Greene Fuel Economizer Company, Beacon, N. Y. The building construction and concrete work is being handled by J. B. Ferguson Company, Hagerstown. Electrical equipment is being supplied by the General Electric Company, Schenectady, N. Y., and condensing equipment by the Worthington Pump and Machinery Corporation, Harrison, N. J., and New York city. All piping is by W. K. Mitchell Company, Philadelphia, Pa.

\$5,000,000 Power Plant at Norfolk to Be Completed Next Month.

Norfolk, Va.—The \$5,000,000 addition to the Reeves avenue power plant of the Virginia Electric and Power Company will be opened early in December, according to an announcement by T. P. Walker, vice-president at Norfolk. The plant will double the generating capacity of the company's power and distribution facilities at Norfolk.

During his visit here recently Edwin S. Webster, vice-president of Stone & Webster, Inc., controlling factors in the Virginia company, inspected the plant and expressed his pleasure that conditions in the area served by the company justified the enlargement of the power plant, which will be one of the largest on the Atlantic seaboard. It will be hooked up with the system feeding other points in Virginia and North Carolina.

Hydro-Electric Development on Devil's River, Texas.

By GEORGE D. ARMISTEAD, San Antonio.

The Central Power and Light Company has within the last week taken steps toward the construction of the first unit, 2500 horsepower, of a hydro-electric project on Devil's River at a point 165 miles west of San Antonio, 16 miles north of Del Rio and 10 miles above the confluence of the Devil's River with the Rio Grande, to be finished within eight months. The company plans construction of at least two more units, to be located on sites now being inspected by engineers. It is expected that between 6000 and 7000 horsepower will ultimately be developed.

Also, the company will build 154 miles of transmission lines, to connect at the Val Verde-Crockett counties divisional line, with 60 miles to be constructed by West Texas Utilities Company of Abilene. The Central Company immediately will construct another section of transmission lines, 68 miles long, between Del Rio and Uvalde, and the Myers Construction Company, which has the contract, will follow the engineers, with equipment and erection crews. The entire project, dam and transmission system, is expected to be available for service about June 30, 1928.

Because of the growth of the Del Rio section, it is considered imperative that the district shall have additional power capacity before the expiration of 90 days. To take care of this and supply some 300 horsepower in motors which will be used in various equipment on dam construction, the company has purchased an 1150 horsepower oil engine, driving an 800-kilowatt generator, while improvements at Del Rio will also include extensive additions to the switchboard

and other auxiliaries. The project has been hurried by a contract between the West Texas Utilities Company and the Central Power and Light Company to furnish the power for delivering all the oil from the Yates field down to tidewater somewhere on the Gulf. The contract calls for furnishing at least 400 horsepower to each of at least 10 separate pumping stations, extending between the Val Verde county line and the sea.

Plans for the first dam provide for a masonry structure 45 feet high and 850 feet long, requiring approximately 40,000 cubic yards of material, which will be obtained from the limestone cliffs. The reservoir to be created will have an area of 630 acres, providing storage of 15,500 acre-feet. It is not improbable that work on dams No. 2 and No. 3 will begin before construction of Dam No. 1 is concluded. The company's first aim is to supply Del Rio with every electrical need it may require, and beyond that to pass along current for the Uvalde district and thence over its transmission line into and through the Winter Garden district.

Del Rio is a great concentration point for wool and mohair and splendid textile mills at Del Rio are not dreams. The section already has the raw material in unlimited quantity and the Central Power and Light Company will soon be in position to propel enough machinery to fabricate the raw material. The Devil's River Improvement involves large initial expenditure, but its execution has been sanctioned by both business and engineering reasons. At the moment it is the company's biggest undertaking.



UPSTREAM VIEW OF DEVIL'S RIVER FROM SITE OF PROPOSED DAM.

Larger Feed Grain Supply This Year.

A supply of feed grains slightly larger than last year's is now in prospect as a result of the exceptionally favorable fall weather, according to the United States Department of Agriculture, but indications are that domestic requirements will be slightly larger than last season's. Increased exports have already reduced the surplus of some of these grains.

A corn crop of about 2,753,000,000 bushels, or more than 100,000,000 bushels over last year's harvest, was indicated November 1. The main corn belt States west of the Mississippi River have about 284,000,000 bushels more than last year, while the corn belt States east of the Mississippi have about 136,000,000 bushels less. Production in the Southern States is about 20,000,000 bushels less than last season's large crop.

The corn supply is supplemented by an increase of nearly

24,000,000 bushels in the crop of grain sorghums and about 68,000,000 bushels in the supply of barley this season. The increase in barley and grain sorghums, however, is partially offset by a decrease of nearly 120,000,000 bushels in the supply of oats. Exports of barley since the first of August have been much larger than last year and have materially reduced the surplus.

Fort Pierce Sells \$494,600 of Bonds.

Fort Pierce, Fla.—Two bond issues aggregating \$494,600 have been sold by the city of Fort Pierce to Stranahan, Harris & Oatis, Inc., of Toledo, Ohio, and Wright, Warlow & Co. of Orlando, Fla., at 95 and accrued interest. One issue will consist of \$294,600 of improvement bonds and the other of \$200,000 of revolving fund bonds, both issues to bear an interest rate of 6 per cent.

Conservation of Mineral Resources.

Announcement of a committee of nine to consider and report on all laws and proposals relating to the conservation of mineral resources within the United States has been made by Peter Nyce, secretary of the mineral section of the American Bar Association. As made by Gurney E. Nelin of Los Angeles, chairman of that section, the list is as follows:

Chester I. Long, Wichita, Kan., former Senator and recent president of the Bar Association, chairman.

James A. Yeasey, Tulsa, Okla., non-resident lecturer on the law on oil and gas at the University of Michigan and general counsel of the Carter Oil Company, Tulsa.

Warren Olney, Jr., San Francisco, former associate justice of the Supreme Court of California.

James W. Finley, Bartlesville, Okla., former State district judge and State Senator of Kansas and now general counsel of the Empire Oil Company, Bartlesville.

F. C. Proctor, Houston, Texas, former general counsel of the Gulf Petroleum Company.

Henry M. Bates, dean of the Law School of the University of Michigan, Ann Arbor, Mich.

Paul M. Gregg, Los Angeles, counsel of the Union Oil Company of California.

Clarence E. Martin, Martinsburg, W. Va., coal attorney.

John P. Gray, Coeur d'Alene, Idaho, specialist in law relating to precious metals.

The appointments were in accordance with a resolution adopted at the Bar Association's annual meeting at Buffalo.

P. O. J. Sugar Cane.

An article in a recent issue of the MANUFACTURERS RECORD, by Thomas Ewing Dabney, "Big Revival of Louisiana Sugar Industry in Prospect," makes frequent reference to a new variety of disease-proof sugar cane called P. O. J.. The term P. O. J. is for "proof oest Java," which means testing station at Oest, East Java, where the majority of the experimental work for a disease-proof cane was carried on.

Of recent years domestic sugar cane has been ravaged by a plague known as "mosaic disease." It attacks the respiratory organs of the plant located in the leaves, whose coloring matter is known as chlorophyll, the property which converts the air and moisture inhaled into food. It is chlorophyll which the virus attacks, producing a mosaic effect in the leaves.

An article in a recent issue of the Richmond Times-Dispatch states that B. R. Dahlberg, head of the Celotex Company, Chicago, was largely responsible for the producing of a sugar cane which is not subject to the "mosaic disease." Mr. Dahlberg, it was pointed out, saw that the Louisiana sugar-cane business was declining, due to diseased plants, and that his industry, which depended upon sugar-cane pulp or bagasse, was suffering. "At Dahlberg's insistence the Government stepped in to save the situation. Experts under the command of Dr. E. W. Brandes, now senior pathologist in charge of sugar-plant investigations; Arthur Rosenfelt, distinguished technologist of the American Sugar Cane League, and others diagnosed the "mosaic disease" as due (1) to inbreeding year after year of the same strain of cane, with a constant decline in the quality and rugged virility of the plant; (2) to improper seed selection; i.e., planting the thin stalk and grinding the thick one, and (3) to haphazard soil preparation and inadequate and improper fertilization."

In order to secure the best results possible in the attempt to perfect a hardy cane plant, "the scientists combed the wild and domestic cane fields of Peru, the Argentine, Cuba, Hawaii, Porto Rico, Formosa, Java, the Philippines, the Malay Peninsula, India, Queensland and South Africa, mating eugenically the hardier and more productive specimens of wild and domestic plants." These experiments have resulted in producing several new "hybrids." The most ideal for conditions

in this country appear to be the P. O. J. varieties of this type that are numbered 21, 36, 213 and 234.

In his recent article about sugar-cane conditions in Louisiana, Mr. Dabney tells of the sugar content of the new canes. "The old canes, of which D 74 represents the heaviest plantings, averages an extraction of 80 per cent; the P. O. J. canes average 75 per cent. That is to say, a short ton of the old canes yield 1600 pounds of juice and a short ton of the new 1500. The sucrose content of the old canes averages 11 per cent; of the new, 12 per cent, and the sugar recovery from the old cane sucrose is 90 per cent, while from the new is 92 per cent. That is to say, the 1600 pounds of juice extracted from a ton of old canes will yield 158.4 pounds of 96-test sugar, and the 1500 pounds of juice from a ton of the new canes will yield 165.6 pounds of 96-test sugar, a gain of 7.2 pounds of sugar to the ton of cane in favor of the new varieties."

We are told that this new cane is raised profitably in the Florida "sugar bowl" near Clewiston and Canal Point and the Richmond Times-Dispatch remarks, "the comeback of Louisiana as a sugar-growing State has been definitely assured by the adoption of the same hardy hybrid seedlings which are amazing science in the everglades of Florida."

\$500,000 Chattanooga Medical Arts Building Let to Contract.

Chattanooga, Tenn.—Contract has been awarded to Mark K. Wilson for the \$500,000 Medical Arts Building to be erected here by Dr. J. W. Johnson and associates. Beckham & Crox have the contract for excavating. The building will be 10 or 12 stories high and will cover a site 80 by 80. Space will be provided on the property or on an adjoining street for parking 200 to 300 automobiles. The structure will be set back far enough so that in the event it becomes necessary to widen the street the building will remain intact. R. H. Hunt & Co. are the architects.

New Cotton Compress Completed at Lake Charles.

The Lake Charles (La.) Association of Commerce recently announced completion of a high-density cotton compress for the Lake Charles Compress and Warehouse Company, of which J. W. Evans of Houston, Texas, is president. It is located on deep water and is served by four railroads. The first unit consists of two-compartment warehouses 400 by 208 feet, of frame saw-tooth construction, with a 9.5-foot platform running the length of the building on each side. It is equipped with a Webb high-density compress and two Walsh and Weidner boilers, the latter of 150 horsepower each. The warehouse has been bonded by the Government and has a capacity of 10,000 bales.

\$400,000 Building for University of Tennessee.

Memphis, Tenn.—The contract for two buildings to house the library and pharmacy of the proposed \$2,000,000 health service department of the University of Tennessee will be awarded shortly. Bids will be received November 30 by Jones & Furbinger, architects. The structures are to be of brick, concrete and steel, following the general line of architecture of the anatomy building recently completed. It will be several years before the entire plant is completed.

\$1,500,000 Knoxville Bonds Marketed.

Knoxville, Tenn.—Knoxville recently sold \$1,500,000 1928 revenue anticipation bonds to the Chemical National Bank of New York at par, with an interest rate of 3.88 per cent. The bonds mature in six months.

Lumber Men Insist That Lumber Is Not Too High.

The letter of a Florida carpenter—charging that high prices of building materials are responsible for decreased construction activity—published in a recent issue of the MANUFACTURERS RECORD, has attracted widespread attention and brought forth from various sections of the country interesting comment and illuminating facts on the general building situation.

"As the result of a careful study of the situation, we are firmly of the opinion that the public, as a whole, is able to purchase lumber at the present time not only at a very low figure but in all probability lower than they can for some time to come." This is the statement to the MANUFACTURERS RECORD of G. L. Hume, secretary-treasurer of the North Carolina Pine Association, Norfolk, Va. This organization, with a membership of 171 different companies, representing an annual output of about 1,500,000,000 feet, is engaged in the manufacture of lumber, chiefly short-leaf yellow pine, with mills operating in Virginia, North Carolina, South Carolina, Georgia and Alabama.

Mr. Hume discusses the price of lumber from the manufacturer's point of view, and more specifically from the standpoint of the manufacturers who are members of the North Carolina Pine Association. He writes:

"Your letter received, together with clipping regarding present big price of construction material to the consumer. In so far as this applies to lumber, we believe the conclusions arrived at by the author of the clipping are entirely erroneous.

"Lumber, as a general rule, passes through three distinct channels from the forest to the consumer. First, the lumber manufacturer; second, the wholesaler, and third, the retailer.

"During the war manufacturing cost advanced very rapidly and continued to advance until 1920. Then, through close application and study, the manufacturers gradually reduced cost up to the present time. To illustrate this point a table is given here of manufacturing cost, exclusive of stumpage, of a representative group of manufacturers in our section for the years of 1917 to 1926, inclusive, and from January, 1927, to August, 1927, inclusive:

Years	Rough lumber, per 1000 feet	Dressed lumber, per 1000 feet
1917	\$15.19	\$17.56
1918	24.27	27.95
1919	27.81	32.13
1920	32.75	38.22
1921	20.56	23.70
1922	19.19	22.37
1923	20.73	24.72
1924	22.70	27.29
1925	21.29	25.25
1926	20.92	24.75

(First eight months—1927)

Years	Rough lumber, per 1000 feet	Dressed lumber, per 1000 feet
January	\$21.64	\$25.90
February	20.69	24.63
March	20.04	23.85
April	19.10	23.06
May	18.97	21.94
June	18.53	22.29
July	17.10	21.09
August	19.21	22.92

"These figures represent the actual manufacturing cost on rough and dressed lumber, f. o. b. cars mill, without any stumpage charge. To these costs should be added the amount of the cost of stumpage, which varies in different localities; the freight on the finished product from the mill to the destination and a fair profit to the manufacturer. Then the wholesaler should receive some adequate profit for the service he renders. That brings the lumber up to the retail yard, where the retailer adds to his cost an amount sufficient to cover expenses of handling and a reasonable profit. Now, the profits made by the lumber manufacturer, wholesaler and retailer are to a large extent governed by the fundamental law of supply and demand. Unfortunately for the three branches of the lumber industry, the supply for some little time has been slightly in excess of the demand. Consequently, profits now being made by people engaged in all three branches of the lumber business are about at the zero point. As a matter of fact, most of the manufacturers in our section are oper-

ating without any profit and a great many at a loss. We believe this condition is more or less true with lumber manufacturers throughout the United States."

"Building material is only as high as labor makes it," declares F. A. Ascherfeld, vice-president of the James Lumber Company, Baltimore, one of the largest concerns of its kind in the section. The company carries in stock normally more than 6,000,000 feet of lumber at its Baltimore yard and about 2,000,000 feet in its yard at Guinea, Va. "The situation pointed out by the Florida carpenter cannot be taken too seriously. It is by no means typical of conditions in the lumber industry and it is erroneous to draw from it the conclusion that prices are too high. As I said, the price of building materials is based solely upon what you pay labor to produce it. Let me illustrate by presenting the following examples:

"Prior to the war the sawmill operator had plenty of cheap and efficient labor, willing to work as long as 12 hours daily, six days a week. Then along came the war. Sawmill laborers made their way to the big industrial centers, and it was not long before they were making big wages in the shipbuilding plants, munition factories and allied industries and they only had to work eight hours daily. During the period of readjustment following the war many of these laborers returned to their old jobs, but under wholly changed conditions; that is, higher wages and shorter hours prevailed. Thus, the cost of producing lumber was greatly increased as the result of labor conditions. In contrast to this increased cost is the fact that stumpage charges are today practically the same as before the war. In other words, it is possible to purchase timber rights at about the levels previously prevailing. Then, too, the sawmill operator must pay far more for his equipment, general supplies, lubricants, etc., than before the war.

"Consider now the changed condition in the operation of our Baltimore yard. Before the war gasoline was selling for 13 cents a gallon; now it is 24 cents a gallon. Yard laborers formerly received \$1.50 a day; now they receive \$3.50 a day. Pre-war truck drivers received \$12 a week; they now get \$25 a week. A pair of mules could be bought for \$200; now they will cost \$500. There is the whole story in simple language.

"The final cost of building is not so much in the lumber and materials used in construction as in the labor. Aside from the big percentage of labor charges entering into the cost of manufacturing all products used in construction work, labor charges on the job; that is, in the fabrication of the materials, in the construction of the average dwelling, represent 55 to 60 per cent of the total cost.

"Taxes are steadily mounting and yet the earning capacity of our investment is not increasing. Freight rates have also steadily increased, so the freight charges on pine from North Carolina to Baltimore are \$7 to \$8 a thousand feet, compared to \$3 to \$4 prior to 1914.

"Our firm and many others are doing everything possible to pass on to the consumer any saving that may be effected through reduction in operating costs and through ability to buy advantageously. On this point let me say that some months ago we merged Lewis Dill & Co. with this concern and are now operating its yard at Guinea, Va., so we ship direct from the South to the consumer without the necessity of shipping first to Baltimore and storing here items to be sent to other points as ordered. Only recently we received an order from a West Virginia concern, which was filled direct from Guinea, thus effecting a saving in freight and handling charges. Normally items stored in Baltimore, having been previously shipped here from the South, would be placed on cars and reshipped to West Virginia. The property we occupy in Baltimore is very valuable and heavily taxed, and by operating the Guinea yard, where land values and taxes are lower, it is possible for us to pass on to the buyer any savings that may be effected.

"In the past 18 months no less than 12 lumber and building material firms have gone out of business in Baltimore, either through bankruptcy or voluntary liquidation, mostly

the former. These failures are due mainly to the fact that the demand was not here to permit everybody making a profit, and the weak firms went under because they could not stand the grind of the hard road. Then, too, lumber is a bulky commodity; the big storage yards are impressive, and, coupled with the sight of heavily loaded horse-drawn vehicles and trucks carrying materials to building operations, this created a desire on the part of certain interests to engage in the business. Not knowing the pitfalls, many failed.

"New problems continually present themselves. Just now the production of West Coast lumber is so far in excess of demand that it is being offered in the East at far below the price of Southern pine. The West Coast operators have built their mills for big production, their trees grow big and they are operating on a big scale in general. While many firms have failed and closed their mills, others have increased their operations and put on night shifts. Thus a tremendous quantity of this lumber is being offered. Bringing all this lumber into the East has naturally forced the price of Southern pine down."

Albert League of the J. Goddard Mattingly Lumber Company, Baltimore, emphatically declares the lumber and building material dealers have far from failed in their duty to the general public and that on the other hand, through the policies they have followed and the fair prices they have set, they have been largely instrumental in maintaining at high level the construction and building activities of the country. Mr. League said:

"The building-material firms generally should be commended rather than criticized in view of their service to the public. Aside from selling materials, the dealer is called upon in many instances practically to finance the building operations, and this applies particularly to the individual home-builder, to the carpenter-contractor and the speculative builder who operates on a comparatively small scale. The losses lumber dealers have suffered as the result of the failure of some of these operators—either wilful or through lack of knowledge of the construction game, or through their inability to sell houses after they had completed them—have been tremendous in the aggregate in the past few years. Many of these builders have no working capital to speak of. They buy a piece of land for \$15,000 and tie up, say, \$5000—all of their available cash or what they are able to borrow—and start building operations after obtaining a construction loan. The construction loan is seldom, if ever, sufficiently large to enable the builder to pay cash for his materials; he is lucky if he has enough to pay for labor and to those firms who will not extend credit. Therefore, the lumber firm is compelled to wait for months for its money.

"A builder will promise to pay in 90 days for a certain bill of materials; perhaps he honestly hopes to do so, but at the end of 90 days he finds he cannot sell the houses he has built except on a long-time contract to a buyer who has but a few hundred dollars to pay down, and the only way he can finance the transaction is to create a first-mortgage loan, which just about pays off everybody but the building-material firm. And the builder feels that the lumber firm should be willing to accept a second mortgage for a period of 3 to 5 years in settlement of the account. In other words, the lumber and building material firm is often found holding the bag.

"I have known of many instances in which individual home builders have been able to undertake building operations only through the kindness of lumber firms, and this is the rule rather than the exception in reference to single house construction in Baltimore. If an individual owns in fee-simple a home site the lumber firm will see that a house is built on it. In many cases the owner does not have any available cash to carry forward the building operation and the building firm finances the construction from start to finish, paying off the building trades and many times paying for plumbing, heating, roof and electrical work as the job goes forward. Then, when the work is finished, the dealer arranges a loan for the owner and is repaid the money he has advanced; but there is not always enough money to pay off everybody, in which case the firm must of necessity accept a second mortgage."

G. A. Barrett, a yard man for the Hiers Planing Mill Company of Waycross, Ga., writes:

"I hand to the trade quite a lot of such material as 'the

Florida carpenter' complains of being too high. This material is classed as moulding, and since it must be very select has to be ripped piece by piece from wider stock. There is much loss from labor and saw kerf.

"The main reason for high cost is the delivery proposition and the way the average carpenter orders his material, all in a certain length. Say he wants four pieces five feet long; he will invariably order one 20-foot piece, never giving us a chance to fill his orders out of short lengths that would do without waste to either buyer or seller."

The Pine Lumber Company, New Bern, N. C., writes:

"The item to which the carpenter refers is screen-job material. As a rule this is No. 1 stock or FAS in cypress and is material that is usually run on a slow moulder on account of the narrow width. We venture the opinion that the dealer or mill did not make a cent on the transaction, though the price appears high.

"It is hardly fair to raise the question of building-material prices from an instance as small as this. It might be interesting to ascertain from various localities just what a house bill costs. We operate a retail yard in conjunction with our mills and perhaps we do sell a little closer than a retail yard can, but on the whole prices are low and incidentally an advance of \$5 per thousand only affects the cost of a whole house from \$75 to \$150, depending on the size. If of any value we will be pleased to submit copies of bids handled by us recently, and we are satisfied the buyer will agree that the prices are low as compared with other things.

"The writer just returned from Baltimore, which happens to be one of our larger markets, and it is comparatively safe to say, with the competition as keen as we found it there, that prices at Baltimore are very low. The same condition prevails at Philadelphia and New York.

"Stated in terms of cost of production, nearly all mills are on the 'red' side and most assuredly this would not be the case if a profitable price could be maintained."

Georgia Marble for \$3,000,000 Chicago Aquarium.

Tate, Ga.—Marble from the quarries of the Georgia Marble Company here will be used in the construction of the \$3,000,000 Shedd Aquarium to be erected in Grant Park, Chicago, according to an announcement just made by Alex Anderson, an official of the company.

White Georgia marble was selected for the aquarium, which is the gift to the city of the late John J. Shedd, former president of Marshall Field & Co. All of the marble will be cut and finished at the Tate quarries, and will be shipped to Chicago ready to go into the building. The contract is one of the largest ever filled by the company.

Another large Chicago contract just completed by the Tate company is the Buckingham Fountain. This cost approximately \$750,000, and is constructed entirely of Georgia marble, the center bowl consisting of four sections of marble weighing 87,000 pounds each.

Miller Bondholders to Sell Atlanta Holdings Worth \$6,000,000.

Atlanta, Ga.—The Miller Bondholders Committee, headed by George W. Roosevelt of New York, has decided to dispose of Atlanta holdings of the G. L. Miller Company, worth approximately \$6,000,000, as the first step in liquidating the holdings of this concern throughout the country.

The sales are scheduled to begin November 25, when a batch of four properties—the Canterbury Manor Apartments, the Pershing Point Apartments, the Pitt Apartments and the Stratford Hall Apartments—will be sold to the highest bidders.

The Interstate Commerce Commission has postponed from January 1 to January 15 the effective date of its order requiring Southern railroads to adopt the Commission's new class freight rates to and from points on the Florida peninsula.

Many Southern Municipal Securities Selling at Premium.

\$6,543,000 Par Value of Issues Marketed in Four Days Indicative of Magnitude of Operations in Southern Bonds.

A growing demand is evident for Southern securities, and there have been many recent sales of State, municipal, county and district bond issues at attractive prices. In addition, many bond issues recently voted will be offered for sale before the close of the year. Other public improvement bond elections are scheduled for November and December, and indications are that a large number of issues will be offered during the winter months. With the funds available from the issues recently sold and the funds to be obtained from the sales now scheduled, there will be available in the aggregate a large sum of money for public improvements of every kind in the sixteen Southern States.

Practically every section of the South is represented in recent sales and elections, and in elections and sales planned for the immediate future, indicating a general forward movement throughout the section in the building of water works, sewer systems, roads, streets, harbor projects, drainage districts, levees and public buildings in wide variety. The funds made available are stimulating activity in many lines of engineering and construction. The substantial expansion of business and industry in the South during the past five years accentuated the need for public improvements of all kinds, and it is evident that the Southern States, cities, towns and counties are keeping pace with these developments by providing public facilities. Sales of Southern securities reported in the Daily Bulletin, November 16 to 19, inclusive, totaled \$6,543,000.

Some of the important sales of Southern securities which have been reported in our Financial News columns during the past few days are briefly summarized as follows:

Harris County, Texas, sold \$2,000,000 4½ per cent road bonds for par and a premium of \$30,220 to the Harris Trust and Savings Bank, Illinois Merchants Trust Company, E. H. Rollins & Sons, all of Chicago; William R. Compton Company and R. M. Schmidt & Co., both of New York; Garrett & Co., Dallas, and Dunn & Carr, Houston.

Craven County, N. C., sold \$660,000 4¾ per cent refunding bonds for par, accrued interest and a premium of \$9200 to Caldwell & Co., Nashville, Tenn., and New Orleans, La.

Madison County, Tenn., sold \$335,000 4½ per cent road bonds for par, accrued interest and a premium of \$6425 to the Second National Bank, Jackson, Tenn.

The Coastal Highway Commission, Wade Stackhouse, chairman, Columbia, S. C., sold \$1,000,000 4½ per cent highway bonds for par, accrued interest and a premium of \$4810 to Caldwell & Co., Nashville; Morris Mather Company, R. W. Pressprich & Co. and Rutter & Co., all of New York.

Atlanta, Ga., sold \$800,000 4½ per cent school, sewer and waterworks bonds for \$857,839.20 to the National City Company, J. H. Hilsman & Co. and Citizens and Southern Company, Atlanta.

Alexandria, Va., sold \$225,000 4½ per cent municipal improvement bonds for \$229,972.50 to R. M. Schmidt & Co., New York.

Tyrell County, N. C., sold \$156,000 5 per cent road and bridge bonds at par, accrued interest and a premium of \$2120 to Hanchett Bond Company, Inc., and John Nuveen & Co., Chicago, Ill.

Birmingham, Ala., sold \$260,000 4¾ per cent improvement bonds for par, accrued interest and a premium of \$884 to

the First National Company and Pulley & Co., New York.

The Uvalde, Tex., School Board, G. B. Fenley, president, sold \$150,000 5 per cent bonds at par, accrued interest and premium of \$6405 to H. C. Burt & Co., Houston.

Giles county, Tenn., sold \$300,000 5 per cent road bonds at a premium of \$23,025 to Caldwell & Co. and the American National Company, Nashville, Tenn.

Franklin County, Ky., sold \$200,000 4¼ per cent road bonds for par, accrued interest and a premium of \$160 to Otis & Co., Cleveland, Ohio.

Advises Coal Men to Consolidate.

Troubles in the coal-producing industry and the possibility of adequate remedy through consolidations were recited by President J. E. Butler of the Southern Appalachian Coal Operators Association at its recent meeting at Knoxville, Tenn., who said, in part:

"The coal business is in bad shape. If you do not think that our industry is in a precarious condition, if you do not see red lights ahead, think of the following: At the end of a seven-month strike, there are 61,000,000 tons of coal in storage; although we have a seven-month strike in the Central competitive field, the mines south of the Ohio River were practically on part time production during this entire period; the revolutionary decision of the Interstate Commerce Commission in widening the differential between the inner and outer crescents; the enormous economies effected by the railroads and other large consumers of coal in reducing their consumption by efficient methods of firing and by the fact that you have been mining a cleaner fuel than they have ever had before; the inroads of oil and gas into your markets; the tremendous expansion of hydro-electric installation, and the fact that the consumption of hydro-electric power is doubling every 10 years; the prospective developments in flood control, which will ultimately very greatly increase the use of hydro-electric power, further driving coal from the markets. And do not forget the organization of purchasing agents.

"It seems to me that it is time that the coal industry put its house in order. It is about time that the coal operators woke up to the fact that they are fighting a losing fight, and that they cannot win this great battle alone and single-handed. It seems to me that they should put themselves, by consolidating in groups, in at least as strong a position as the combinations from which they purchase their supplies, and to whom they sell their products.

"If you think you are in a fairly strong position, think of the position of the steel industry, the powder industry, the cement industry, the manufacturers of electrical equipment, such as motors and chain machines. Think of the public utility companies from which you purchase your current. Do you dictate the price on the output of these? Not on your life, you don't! Now, think of the railroads, the largest single customer for your coal. Do you dictate the price? Not on your life! Either way, you have little to say, and why? Because you are up against stronger combinations than you are, because you have not combined and they have.

"When you talk consolidation to the average operator, the first thought that comes into his mind is that it will give him a chance to make a lot of money. The sane and sensible thought which should come to him should be to save his capital from utter destruction."

The election of officers was as follows: President, V. N. Hacker, Pruden Coal and Coke Company, Knoxville; first vice-president, C. M. Moore, Moore Coal Company, Knoxville; second vice-president, C. W. Rhodes, Fork Ridge Coal and Coke Company, Middlesboro, Ky.; directors, J. E. Butler, Stearns, Ky.; John L. Boyd, Knoxville; Alex Bonnyman, Knoxville; E. C. Mahan, Knoxville; S. S. Pratt, LaFollette, Tenn.; R. B. Robertson, Canton, N. C.; C. W. Henderson, Knoxville; B. K. Littlepage, Charleston, W. Va.; J. B. Gatliff, Williamsburg, Ky.; W. C. Hutcheson, Windrock, Tenn.; R. J. Lankford, Fonde, Ky., and R. C. Scott, Clairfield, Tenn.

\$500,000 WAREHOUSE COMPLETED. **Fireproof Structure at Little Rock Embodies Late** **Features in Design, Layout and Equipment—** **Office Space Also Provided.**

The Terminal Warehouse Company recently completed at Little Rock, Ark., at a cost of about \$500,000 a four-story, reinforced concrete terminal warehouse with facilities for warehouse service, general merchandise storage, automobile storage, pool car distribution, with display rooms, brokers' offices, etc. The building is conveniently located to the wholesale and retail business districts on the river front, with what is described as adequate railroad trackage facilities,



NEW \$500,000 TERMINAL WAREHOUSE.

ties, good street car service, paved streets and plenty of parking space. A total of 190,000 square feet of floor space is available.

The building is particularly well lighted and ventilated and fully equipped with modern devices to facilitate loading, conveying and safe storage. The lower floor is on freight car level so that shipments may be transferred from track to warehouse; a 10-foot double loading platform with canopy makes it possible to move freight from one car to another without its passing through the warehouse. Collapsible steel doors are provided to insure complete enclosure should it be desirable or necessary to leave a shipment on the platform over night. Two separate floors open on even street levels. Upper floors are served by two heavy-duty micro-leveling freight elevators of 6000 pounds capacity each, and large enough to carry loaded trucks from the street level and then driven to any part of the structure. An insulated roof provides cool, even temperature on the top floor. A modern ventilating system is also a feature. The entire building is sprinkler equipped, water being obtained from city mains and a large tank on the roof.

The front of the building has commodious office spaces for brokers, jobbers, manufacturers' agents, traveling representatives, etc. A special railroad office is maintained in the building to speed up traffic. Trackage facilities make it possible to handle readily 25 complete cars daily.

The warehouse is the third of its kind built by S. J. Beauchamp, president of the company, and his associates—Gordon N. Peay, W. F. Ault, S. J. Beauchamp, Jr., C. Hamilton Moses, E. J. Stern, R. E. Overman and Dr. J. H. Estes.

Associated in the construction of the structure were the following: W. F. Ault, general contractor; Mann & Stern, architects; Stuart Roofing Company, roofing; Arkansas Foundry Company, structural steel; David Russell Lumber Company, lumber; Big Rock Stone and Material Company, crushed

rock and sand; Darragh Company, cement, all of Little Rock; Acme Brick Company, Little Rock and Fort Worth, Texas, brick, and Arkla Sash and Door Company, Little Rock and St. Louis, Mo., millwork.

\$900,000 Coliseum at Miami Dedicated.

Miami, Fla.—The \$900,000 Miami Coliseum was formally opened and dedicated last week. The structure is of steel and concrete construction and has a seating capacity of 7500, with added stage accommodations for about 500. The building covers a site about 200 by 250 feet, and is 100 feet high. A. Ten Eyck Brown was the architect and the John B. Orr Construction Company the builders.

\$1,000,000 City Hall for Atlanta.

Atlanta, Ga.—G. Lloyd Preacher has been selected as the architect for a \$1,000,000 city hall here. Mr. Preacher will consult with every department head in the city government before designing the new building so that it may be adequate to handle their needs for many years to come. If the survey proceeds according to expectations, it is believed that plans and specifications will be in such shape that contracts may be awarded about the first of the year.

Building Tank Farm in Texas.

The construction of a tank farm in Upton county, Texas, has been undertaken by the Prairie Oil and Gas Company of Independence, Kan., which has purchased a full section of 640 acres. The company is now building six 55,000-barrel tanks supplied by the Petroleum Iron Works of Beaumont, Texas. The property on which they are being erected is about four miles from oil fields in Crane County and the company has a six-inch pipe line to these fields.

\$800,000 Yard Contract at Winston-Salem.

The Walton Construction Company of Roanoke, Va., has been awarded a contract by the Norfolk and Western Railway for the construction of its proposed additional railroad yard at Winston-Salem, N. C., which, including equipment, will cost about \$800,000. Work is to begin immediately. The yard will be about a mile long and is immediately north of the city; it will have about 14 miles of trackage. There will be space for about 1100 cars, also a water tank of 50,000 gallons capacity, a stand pipe, a track scale of 200 tons capacity, and a yard office. It is stated that that yard will be unique in that cars can be switched and classified by gravity from either end of the yard, as the tracks are lower at the center. Lighting will be by the flood method.

Sand and Gravel Production Reaches Big Figures.

The production of sand and gravel in this country in 1926 amounted to 183,100,818 short tons, valued at \$111,338,701, according to the United States Bureau of Mines, Department of Commerce. Sand production was 92,114,279 short tons, valued at \$55,675,988; gravel production was 90,986,539 short tons, valued at \$55,662,713. Some idea of the enormous yearly output of the sand and gravel producers of the nation may be obtained by the realization that the 1926 production, which totaled more than 130,000,000 cubic yards, represents the volume of a ditch one yard wide and one yard deep extending three times around the earth. While considerable quantities of sand were used in glass making, in foundry work, for grinding and polishing purposes, for water filtration and for helping locomotives get under way, the great bulk of the production was used for building and paving purposes, furnishing another evidence of the great amount of construc-

tion work in progress. More than two-thirds of the gravel production was also used for building and paving purposes.

The total quantity of sand and gravel sold by producers in the South amounted to 38,817,847 tons, valued at \$26,928,030.

SAND AND GRAVEL SOLD OR USED BY PRODUCERS IN THE UNITED STATES.

Use	1925 Short tons	1926 Short tons	Value
Sand:			
Glass	2,334,921	2,274,218	\$3,615,371
Molding	4,995,428	5,309,166	5,630,799
Building	45,287,240	45,327,512	24,891,475
Paving	24,876,814	27,476,998	14,970,906
Grinding and polishing	1,824,449	1,859,215	2,504,514
Fire or furnace	343,716	434,541	460,967
Engine	2,261,635	2,355,399	1,440,626
Filter	106,462	79,382	169,299
Other*	5,151,557	6,997,848	1,992,031
Total	87,182,222	92,114,279	\$55,675,988
Gravel:			
Building	32,759,151	30,535,396	\$22,701,685
Paving	32,574,570	38,319,064	25,445,025
Railroad ballast†	19,485,530	22,132,079	7,516,003
Total	84,819,251	90,986,539	\$55,662,713
Grand total	172,001,473	183,100,818	\$111,338,701

*Includes some sand used for railroad ballast and fills.

†Includes some gravel used for fills by railroads.

SAND AND GRAVEL SOLD OR USED BY PRODUCERS IN THE UNITED STATES IN 1926, BY STATES.

State	Short tons	Value
Alabama	2,417,161	\$1,245,210
Arizona	392,351	113,906
Arkansas	1,529,484	847,579
California	13,164,670	8,820,047
Colorado	764,523	590,695
Connecticut	1,059,556	451,069
Delaware	83,325	61,186
District of Columbia	561,688	583,080
Florida	1,841,009	1,483,757
Georgia	839,459	343,322
Idaho	225,345	58,985
Illinois	17,777,169	8,714,350
Indiana	12,009,308	5,194,448
Iowa	2,694,751	1,569,006
Kansas	2,489,343	1,491,492
Kentucky	3,214,487	2,234,586
Louisiana	2,689,840	1,784,315
Maine	491,260	220,931
Maryland	3,467,211	3,115,454
Massachusetts	2,969,172	3,276,787
Michigan	14,398,338	7,265,161
Minnesota	3,271,884	1,913,708
Mississippi	1,952,783	871,638
Missouri	4,611,952	2,980,242
Montana	935,443	313,268
Nebraska	2,134,452	1,124,764
Nevada	515,267	205,583
New Hampshire	708,098	731,639
New Jersey	4,455,412	3,576,320
New Mexico	128,577	86,805
New York	19,334,360	11,585,652
North Carolina	1,630,789	968,021
North Dakota	653,950	240,525
Ohio	11,716,926	7,840,316
Oklahoma	1,556,175	978,590
Oregon	2,568,730	1,530,794
Pennsylvania	12,873,953	11,695,218
Rhode Island	381,856	90,538
South Carolina	513,698	231,802
South Dakota	2,013,350	286,591
Tennessee	2,254,350	1,751,336
Texas	5,383,450	3,187,662
Utah	1,100,918	227,574
Vermont	141,554	25,535
Virginia	1,791,198	1,225,693
Washington	3,910,577	1,704,234
West Virginia	2,563,113	3,095,743
Wisconsin	7,977,261	3,264,271
Wyoming	941,292	139,273
Total	183,100,818	\$111,338,701

\$2,000,000 Veterans' Hospital for Alexandria, La.

Alexandria, La.—According to an announcement by the local Chamber of Commerce, erection of a \$2,000,000 United States Veterans' Hospital here is assured. Preliminary work will be rushed, it is said, so that construction may be vigorously pushed after passage of an enabling act by Congress.

Fuller's Earth Deposit.

The discovery of a fuller's earth deposit in Georgia, north of Tallahassee, Fla., is reported by Scott M. Thompson of Tallahassee. He writes that under an overburden of 15 feet the strata of fuller's earth extends to a depth of 32 feet.

Sub-Contracts on \$2,000,000 San Antonio Building.

Tex., San Antonio—Sub-contractors and firms supplying major equipment for the new \$2,000,000 Milam Building, under construction here for the Travis Investment Company, include:

Steel and iron work—Alamo Iron Works, San Antonio.
Hardware—Builders' Supply Company, San Antonio.
Ventilating system—Carrier Engineering Company, Newark, N. J.
Granite—John Clark Company, Rockville, Minn.
Masonry—Cotter Brothers, San Antonio.
Mail chute—Cutler Mail Chute Company, Rochester, N. Y.
Louvers, toilet partitions and stair treads—R. J. DeWees Company, Dallas.
Elevators—Kaestner & Hecht Company, Chicago.
Cork floors—David E. Kennedy, Inc., Chicago.
Tile—Kirkwood & Wharton, San Antonio.
Elevator doors—Metal Products Company, Dallas.
Glass—San Antonio branch of Pittsburgh Plate Glass Company, Pittsburgh, Pa.
Wall paint—A. C. Horn Company, Houston.
Lacquer—Sherwin-Williams Company, Cleveland, Ohio.
Plastering—Reilly & Condon, San Antonio.
Metal lath—A. Salisbury, San Antonio.
Millwork—Schulze Brothers Manufacturing Company, San Antonio.
Plumbing and heating—A. H. Shafer, San Antonio.
Cast stone—Southern Cement Products Company, San Antonio.
Fire escapes—Southern Steel Company, San Antonio.
Browne windows—Universal Building Products Company, Dallas.
Electrical work—Wright Brothers, San Antonio.

As previously announced, this structure will be 22 stories, including a top floor for machinery and water tanks. It will contain more than 150,000 square feet of office space. George W. Willis is the architect and M. L. Diver, mechanical and structural engineer, both of San Antonio. L. T. Wright & Co., Inc., also of San Antonio, are handling the general contract.

\$5,000,000 Dam Completed at Dallas.

Dallas, Texas.—The completion of the \$5,000,000 dam at Lake Dallas, Denton county, was recently celebrated. Begun in 1924 the dam stretches for almost two miles across Denton county and the main dam itself with the spillway totals about 3500 feet. Behind this huge rampart of earth, rock and concrete can be stored 70,000,000,000 gallons of water covering an area of 11,000 acres and sufficient to supply water to a city with a population of 750,000. All that remains now is for the final survey to be made by Major John B. Hawley and O. N. Floyd, engineers retained for the city, after which the work will be formally accepted. The W. E. Callahan Construction Company, the general contractors, and J. C. Nagle and R. A. Thompson, supervising engineers for the city, have announced that the work is finished.

Contracts Let for Unit of \$2,000,000 Hospital.

New Orleans, La.—J. S. Brockman of this city has been awarded the general contract for the first unit of the \$2,000,000 Presbyterian Hospital. The structure will be 40 by 90 feet, five stories high, of reinforced concrete, known as the Physicians and Surgeons Building. As soon as it is completed work is expected to start on two other structures—one a nurses' home, the other a 10-story administration building.

THE IRON AND STEEL SITUATION

Pittsburgh Steel Market.

Pittsburgh, Nov. 21.—[Special.]—The steel trade continues to present the more favorable aspect reported a week ago, in the two points respectively of tonnage and prices. There has indeed been some further improvement in the past week.

As to tonnage, it is not particularly a case of increasing tonnage, but of demand having been so steady since July 1 and that an irreducible minimum is evidently presented. As shown by the official reports monthly, production of steel proceeded with practically absolute steadiness from July 1 to November 1. Slight decreases for this month and next would be seasonal, but appearances are that, if anything, production is increasing a trifle this month. While demand falls off in some directions, there is rail production now, against annual purchases the railroads have been making since early in October, deliveries to be completed by about July 1. With production so well maintained, there is no reason to doubt that the regular seasonal increase after January 1 will be witnessed. Although steel production last December was the lowest in the whole year 1926, production the following March made a new high record for all time, with a gain of 26 per cent over December.

As to prices, the advance in bars, shapes and plates by the Carnegie Steel Company, from 1.75c to 1.80c, reported a week ago, has since been followed by the other large mills. There was the usual covering before the advance, taking care of large consumers, in general, to January 1, but current orders are going at the 1.80c price. The advance has a favorable sentimental influence upon sellers of other finished steel products. Sheets and strips are no easier but they are not distinctly firmer. Increased demand from the automobile industry will help both lines.

Rail orders of the week are 40,000 tons by the St. Louis and San Francisco, in addition to 35,000 tons recently placed, 11,000 tons by the Grand Trunk, and 20,000 tons by the Wabash, bringing the total in the movement, since October 1, to about 1,060,000 tons.

Fabricated structural steel lettings in the past three weeks have run a trifle below the year's general average, but well above those at this time last year. The year as a whole will record a substantial gain over 1926, which was record year in its time. The latest large order involved 18,000 tons for a bridge at Cleveland.

There are persistent reports that the railroads will buy a considerable number of cars in the next few months. There has been scarcely any freight car buying since early in June, so that any buying in future would represent an addition to the present total of steel demand.

There are reports of slightly better buying of steel by the automobile trade. Within a very few weeks there will naturally be a large increase, as the Ford Motor Company will soon get into quantity production, and invariably automobile production increases sharply in January, while the steel has to be ordered weeks in advance.

Agricultural implement works continue to run at a high rate, far above that of a year ago. They are having the best year for a long time and have good prospects for the early months of the new year.

Predictions that there will be a heavier demand next year for oil country tubular goods are not to be taken seriously, as there is no means of looking so far ahead, while the latest news item is of the Seminole field bringing in one of the largest wells on record.

The Standard Sanitary Manufacturing Company has issued its semi-annual inquiry for pig iron, to cover deliveries over the first six months of the new year. The inquiry does not

indicate the tonnage to be bought, mentioning 5000 tons of Southern iron or 5000 tons of Northern iron from the Louisville plant, 3000 tons of Northern iron for the New Brighton plant and 6000 tons of Northern iron for the Allegheny plant. Iron is also to be bought for the Baltimore plant, and the total purchases may run in the neighborhood of 50,000 tons. The valley market remains quotable at \$18 for Bessemer, \$17 for basic and \$17.50 for foundry, but these prices are largely nominal, not having been tested recently. Coke and scrap are very dull.

The Metal Market.

New York, Nov. 21.—[Special.]—The metals were all moving in the same direction last week, that direction being upward. It was a week of decided improvement. Copper soared to new high levels for the past six months; tin and zinc broke away from the low levels of the year; even lead, the lethargic metal marketwise, showed signs of advancing towards the end of the week. Silver hit a new high for the year when it sold at 57¾ cents per ounce.

Purchasing of the metals was better than during the preceding week, as consumers are more inclined to show interest after prices have started to advance than when the market is at bottom. Selling of copper for export was again the leading feature in the trading and this is virtually the sole support of the copper market.

Statistics among the metals are not yet of the most favorable nature. Tin shipments from the Straits Settlements are very heavy, the total for the first half of the month having been 3445 tons and the predictions for November being 7500 tons, meaning that a rather large supply of tin is en route to this country. In the tri-State zinc ore district the sales still continue at under the volume of production. Stocks of zinc ore in bins are 38,000 tons and stocks of unsold lead ore at the mines are 13,900 tons.

The world production of copper during October was the largest for the year. The daily rate was exceeded only in February as well as in November of last year. Production of copper during the first ten months of the year was 4½ per cent greater than for the same period last year.

There is a better feeling among the non-ferrous metals industry, which is a reflection of the better sentiment in business in general. Several noted economists have expressed themselves as impressed by the state of prosperity and the probability of a continuation through 1928.

Several outlets for the metals show improvement. A brisk inquiry for freight cars is developing for the first time in several months, about 8000 cars being in the state of inquiry or in sight. The Ford Motor Company is apparently in full swing of production, consuming tin in bearings, lead in batteries and copper in electrical equipment. Can companies are starting to buy tin plate for 1928 delivery, the American Can Company having ordered 300,000 boxes for its Canadian subsidiaries.

Two important developments regarding the taking of statistics came out during the past week. One was the announcement that the American Bureau of Metal Statistics is about to ascertain the prevalence of the flotation process for extracting and concentrating ores, a process which has spread rapidly among the copper, zinc and lead mines during the past three years, a process which it is said accounts for the heavy production of the metals and their low prices.

The second development was the announcement of plans of the new Copper Institute, which is to take exhaustive statistics on production, consumption, costs, distribution, etc.

of copper. If these plans are worked out as they are on paper, it will mean that the copper industry will be one of the best informed industries of the country. A novel feature is the asking of the copper companies to estimate their statistics over the coming month or two. Twenty-five companies have already signified their desire to join and others will affiliate later.

One of the problems, however, is the dovetailing of functions with other copper agencies now existing, which may make the accounting of the various copper companies very onerous. The American Bureau of Metal Statistics already goes into production and consumption and will continue primarily to be an authority on the world situation. Copper Exporters, Inc., already does some statistical work in the export field, which will mean another case of duplication. Of course the Government also compiles copper statistics.

The export price of copper has been advanced twice during the past week, first to \$13.80 and then to \$13.95, c.i.f. European ports. As active as the export market has been during recent weeks, it was still more active last week. Three countries, Germany, France and England, were purchasing briskly, though a holiday in Germany curtailed business one day of the week. Domestic consumers followed the market upward reluctantly. By Thursday 13½ cents was being paid, several million pounds having been sold at that figure.

Prices advanced on the London Metal Exchange nearly every day and at one time London prices were the equivalent of \$13.85 to \$13.97, c.i.f. at the time the official price of Copper Exporters, Inc. was \$13.80. It is probable that copper prices would be declining but for the spurt in export. One of the large brass mills has reduced the number of operating hours per week because of poor orders on books. On the other hand the domestic uses of copper are expanding. More copper is being used in the farming communities than ever before. The time is not far back when even the telephone wires in the smaller communities were of steel. Now copper is used on the farm, in the radio, washing machine, automobile, etc.

Tin prices have been rising gradually, with the price level well above 57 cents per pound, or over a cent above the recent low for the year. Trading in tin has settled down to a healthful sort of routine, with rises coming gradually and steadily. Tin authorities believe that the worst is over for this year. The world's visible supply as of November 30 will probably show but little change.

The zinc price crossed 5¼ cents late in the week as against the low for the year of 5.60. Buying was chiefly for first quarter of next year, consumers evidently having covered requirements for this year when the price first broke below 6 cents per pound. Producers have been unusually reluctant in selling at present prices which are at or slightly below costs.

Lead selling was brisk each day of the week and the price was on the point of advancing. Producers were limiting sales at current prices to this year's delivery.

Birmingham Iron Market.

Birmingham, Ala., November 21—[Special.]—While all attention is being given to the sale and delivery of pig-iron through the remainder of this year, inquiries are being received for 1928 requirements. As far as can be learned, no decision is yet conspicuous as to what the price base will be. Furnace interests will admit that some inquiries have been received for iron for first quarter of next year delivery, but selling has not been started, it is added. The low price of \$16 per ton, No. 2 foundry, is far from being satisfactory, cost of

production and selling price not being widespread. The sales during the past few weeks have been considerably more active than they were previously and the stipulation that iron sold on the \$16 base must be delivered before the end of the year has brought about delivering of considerable tonnage. No doubt is expressed that some of the surplus iron will be moved away, but not the entire stock, but, belief is expressed now that practically all of the iron purchased under the \$16 base will have been removed through December.

There is no indication that there is to be a change in the policy of buying against needs of a few weeks ahead, the hand-to-mouth buying method, this policy having been adhered to practically since the lower price of iron has been in vogue, except in two or three instances, the cast iron pipe industry coming into the market on a little tonnage. Consideration is being given to curtailment of production, so that on the turn of the year the surplus stock of pig-iron can be brought down again to a minimum. One or two blast furnaces may be blown out in the next week or two. Statement is also being made that plans are well in hand for a greater probable make next year and within three to six months after the start of 1928 facilities for making pig-iron are to be greatly advanced. Much progress is noted on the two very large blast furnaces being built by the Tennessee Coal, Iron and Railroad Company at Fairfield, the first absolutely new furnaces to be erected in this district in years.

Several iron makers have been rebuilt and are considered practically new furnaces, but some old machinery or appurtenances thereon was employed. In the two furnaces of the Tennessee Company, with capacity of 600 tons each, daily, everything will be new. The new No. 2 city furnace of the Sloss-Sheffield Steel and Iron Company is proving claims in modern furnace operations. In addition to making iron of an average output and grade, the flue dust has been controlled, so that there is a very nominal loss of ore and coke, against upward of 400 pounds of ore and coke to every ton of iron produced. The slag is handled differently and without much cost, and is of a tensility heretofore unknown in slag, an end that has been sought for in various iron producing sections. So strong is this slag that special crushing machines had to be purchased. The slag is considered a fine product for road foundations and other work of the kind, and is expected to bring a premium. Other modern plans are to be stated in connection with this furnace.

The steel market is showing improvement still. Seventeen open hearth furnaces out of 23 in the Birmingham district are manufacturing steel.

The coke market holds firmly. The shrinkage in foundry coke prices, 50 cents off on the \$5.50 base which held for many months, has not brought about any appreciable buying. By-product coke ovens are all operating steadily. Independent producers have no surplus coke.

The scrap iron and steel market is still slow. Dealers are being offered more stock than they can handle. Melters are buying slowly again, apparently having sufficient stock to last them for the time being.

Pig-iron and iron and steel scrap quotations follow:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$16.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$16.50; iron of 2.75 to 3.25 per cent silicon, \$17.00; iron of 3.25 to 3.75 per cent silicon, \$17.50; charcoal iron, f. o. b. furnace, \$29.00.

OLD MATERIAL

Old steel axles	\$16.00 to \$17.00
Old iron axles	16.00 to 17.00
Old steel rails	11.50 to 12.00
Heavy melting steel	10.50 to 10.75
No. 1 cast	14.00 to 14.50
Stove plate	13.00 to 14.00
No. 1 railroad wrought	11.50 to 12.00
Old car wheels	14.00 to 15.00
Old tramcar wheels	14.50 to 15.00
Machine-shop turnings	8.00 to 9.00
Cast-iron borings	8.00 to 9.00
Cast-iron borings (chem.)	13.00 to 13.50

RAILROADS

Burlington System's New Line in Texas to Be in Use Next Spring.

Fort Worth, Texas, November 18—[Special.]—Completing an inspection trip over the new lines which the Denver and South Plains Railroad, a subsidiary of the Chicago, Burlington and Quincy system, is constructing in the South Plains of Texas, Hale Holden of Chicago, president of the latter, expressed himself here as well pleased with progress of the work.

"Indications now are that the 202 miles of main line to serve Lubbock, Plainview and other South Plains towns will be completed by May," Mr. Holden said. "Forty-two miles from Estelline to Quitaque have been finished and business is being handled. All grading work is done.

"As soon as two tunnels now under construction are completed, workmen will begin laying rails beyond Quitaque at the rate of two miles a day. This program, to cost about \$6,500,000, calls for very rapid work but will be made possible by the use of modern rail-laying devices.

"The road will open a shorter route from Dallas and Fort Worth to the South Plains. Overnight sleeping car service will be installed from Dallas. Plans for the stations along the line have been completed and contracts will be let soon.

"Agricultural conditions along the lines that I have traveled are good," Mr. Holden said in conclusion. "Wheat along the line in Texas is especially good. I have found excellent conditions in this State."

Hiawassee Valley Line to Be Operated Again.

A special letter from Hayesville, N. C., to the Asheville Citizen says that W. C. Boice of Hartford, Tenn., and associates have taken over the old Hiawassee Valley Railroad, later known as the Carolina and Georgia Railroad, and are rehabilitating it so that trains may be operated from Andrews to Hayesville, N. C., about 27 miles. It is remarked that the line will be known as Valley River and Southern Railway.

The region penetrated by the railroad is described as one of virgin timber lands, vast mineral deposits and power sites, besides extensive farming territory. The dairy industry is advancing with rapidity. It is also said to be fine country for fruit raising and that frost never kills the fruit because of the temperate climate which prevails.

The road has not been operated for about a year. Its trunk line connection is with the Murphy branch of the Southern Railway system.

Houston and San Antonio to Brownsville, Texas.

The Southern Pacific Lines in Texas began passenger service on the route from Houston and San Antonio to Brownsville, Texas, November 9, according to a press report from Houston. This extension to the lower valley of the Rio Grande was begun in July, 1926, with the start of construction on extensions to Edinburg, McAllen and Harlingen, Texas, and freight service to the first of these towns was begun February 1 last, both freight and passenger service to all three places being established very soon thereafter. Construction of the extension to Brownsville began last June and freight service over it started in October. Now the establishment of passenger service has realized the full plans of the company. It is estimated that the cost of these extensions was \$6,000,000. The W. J. Harris Contracting Company of Houston had the contract.

Southern Railway Has 3370 Miles of Line With Automatic Train Control.

Atlanta, Ga.—Automatic train control apparatus has just been placed in service on the Southern Railway between Atlanta and Birmingham, giving the system a total of 3370 miles of track equipped with this latest modern device for the protection of trains. This apparatus will stop a train should an engineer become incapacitated or run past a stop or a caution signal. Since January the Southern has equipped 2265 miles of track with the train control device. Electric automatic block signals have also been installed on 1279 miles this year.

Three Railroads Want Line in Guyandotte Valley.

Plans of the Norfolk and Western Railway for the construction of a line through the valley of the Guyandotte River in West Virginia have been presented to the Interstate Commerce Commission. The company proposes to build from Elmore to Wharnccliffe at a cost of approximately \$10,000,000, according to the statement submitted to the Commission. It is further stated that the traffic department estimates that within five years the proposed branch will be carrying 2,000,000 tons of coal a year to market. An additional tonnage of about an equal amount could be had, it is stated, by a further extension along Pinnacle Creek.

The Virginian Railway also plans to build in the region of the Guyandotte Valley from Gilbert to Ittman, W. Va., at a cost of about \$7,000,000 and it is estimated that the increased revenue of the road from the use of this projected line will be about \$2,000,000 per year after five years.

The Chesapeake and Ohio Railway also has plans to construct a new line in the same section of West Virginia and there is talk that one or the other of these last two roads is to build and then let the other have trackage rights over the new line.

Business Forecasts Based on Regional Carloading Estimates.

A new method of forecasting business that has recently become available through the tabulation of estimated future carloadings by the American Railway Association is set forth by Ernst & Ernst, accountants, in their weekly bulletin.

"Some time ago," the statement says, "the American Railway Association divided the country into 14 districts, each with a regional advisory board made up of shippers and carriers. In each district a committee for each industry estimated in advance the empty cars needed for the loading of its commodities for the forthcoming three months. As the committees embraced all commodities in the district, the carriers were able to determine in advance the needed car supply. Formerly, the statistics for each district were published separately, but now the American Railway Association has arranged for the simultaneous compilation and publication of the estimates from all districts. Thus it is now possible to get each industry's forecast of its own business for the entire country, three months in advance, and the publication of those figures is generally recognized as being a most important step in the forecasting of business.

"The estimates of prospective carloadings for the fourth quarter of 1927 show an estimated decline of 174,035 cars from the actual loadings of the last quarter of 1926, or a decrease of 1.9 per cent. * * *

"From these figures it is evident that in the West and Northwest business is considerably better than in the last

quarter of 1926. In the Central West, Trans-Missouri-Kansas, New England and the Atlantic States little change is shown, while a recession in business is suggested for the Alleghany, Great Lakes, Southeast, Mid-West and South-western regions."

THE GENERAL TRAFFIC SITUATION.

Freight Loadings Keep Above 1,000,000 Cars a Week—Big Grain Movement.

Loading of revenue freight for the week ended on November 5 totaled 1,038,852 cars, according to reports filed by the railroads with the Car Service Division of the American Railway Association. This was a decrease of 73,769 cars from the preceding week this year, reductions being reported in the loading of all commodities except merchandise and less than carload lot freight which showed an increase. Besides, the total for the week of November 5 was a decrease of 92,980 cars under the same week last year and 23,794 cars below the same week in 1925. Since January 1 last there have been 45,498,277 cars loaded with revenue freight on the railroads of the entire country, which is to be compared with 46,233,548 cars loaded in the corresponding period of last year and with 44,492,749 cars loaded in the same months of 1925.

A report submitted last Thursday at a meeting in New York of the board of directors of the American Railway Association, by the Car Service Division of that Association, says:

"The spring wheat crop this year in Minnesota, North and South Dakota and Montana has been the greatest since 1915. Montana has the largest crop in its history. Grain loading in September was the heaviest on record for any year, and at Duluth-Superior, the receipts, as well as the highest single days unloading, have broken all previous records. For a part of the time average daily consignments to the head of the lakes were running as high as 600 cars above the average unloading at the terminal elevators and yet the railroads were able to so regulate the traffic as to avoid any congestion at the head of the lakes or serious accumulation en route, and at the same time continue to protect fully the requirements at country loading stations.

"The fall movement of grain down the Great Lakes will cause a marked increase in demands for equipment at Buffalo to protect ex-lake grain, but the carriers serving that port are well equipped to protect all requirements.

"The seasonal movement of cotton in the South will present no difficulties, especially in view of the fact that the crop volume is considerably less than in any recent year.

"Bituminous coal production from January 1 to October 22, 1927, was 426,149,000 tons, compared with 445,592,000 tons during the same period in 1926 and compared with 400,621,000 tons in the same period in 1925.

"Anthracite production from January 1 to October 22, 1927, was 65,694,000 tons, compared with 68,214,000 tons during the same period in 1926 and 61,312,000 tons in the same period in 1925.

"Dumping of coal at lower Lake Erie ports from January 1 to October 16, this year, totaled 29,093,155 tons, the highest on record for any corresponding period. This exceeded by 3,118,285 tons the best previous record made in 1923."

Total loading of grapes from California from beginning of the grape shipping season until October 25, according to the report, amounted to 66,032 cars, compared with 50,270 cars for the same period last year, an increase of 15,762 cars, or 31 per cent. On several days, according to the Car Service Division, grape loadings were in excess of 1500 cars per day and on one day they reached 1828 cars.

Leigh R. Powell, Jr., Elected President of the Seaboard Air Line Railway.

Leigh R. Powell, Jr., of Baltimore was elected last Thursday to be president of the Seaboard Air Line Railway Company, thus filling the vacancy caused by the recent death of President S. Davies Warfield. At the same time Robert L. Nutt was elected chairman of the board of directors to also succeed the late Mr. Warfield, who held both positions. The meeting of the board at which these officials were elected was held in New York city. Mr. Powell has been vice-president and comptroller of the company and Mr. Nutt has been vice-president, secretary and treasurer.

Other officers also elected by the board last Thursday are Robert P. Jones of Baltimore, assistant to the vice-president, as comptroller; F. L. Nellis of New York, assistant secretary, as secretary; T. Walter Matthews of Portsmouth, Va., assistant treasurer, as treasurer; Robert Foster, Jr., of Baltimore as a member of the board of directors and also of the executive committee; Westmore Wilcox of Boston as a member of the board of directors.

President Powell issued a statement in which he stated that the policies outlined by Mr. Warfield for the Seaboard Air Line would be continued.

"The South offers the greatest opportunity for development of any section of our country," he said, "and while that development has been conspicuous during the past several years, the next few years should show a growth in agricultural and manufacturing pursuits and along commercial lines far beyond anything that has yet been realized. Agricultural development now going on and the possibilities that the future offers are evidenced by the enhancing value of farming lands in the Southern territory and the increasing prosperity of that section."

Referring to the Seaboard system, its rehabilitation after the period of Federal control of railroads and its subsequent success and development, Mr. Powell also said:

"The decade ahead of us should see each succeeding year through the intensive development of the existing system, the cumulative and permanent result that was so clearly foreseen by Mr. Warfield in his conception of a transportation system such as the Seaboard is destined to be."

Mr. Powell is a native of Virginia and began railroad work in 1902 as a clerk. He is 43 years of age and has been closely associated with Mr. Warfield in the expansion and development of the Seaboard, taking part in the construction and acquisition of new lines, etc.

"Orient" Line's Big Traffic in Texas.

McCamey, Texas, November 18—[Special.]—That the Kansas City, Mexico and Orient Railway is deriving a large revenue from oil shipments over its line is shown by the statement that during the month of September it moved a total of 710,996 barrels in tank cars. To handle these shipments required 120 solid trains of 30 cars each. Of the total movement, 680,996 barrels were shipped from McCamey and 30,000 barrels from Big Lake. The freight charges on the total shipments amounted to \$410,000, of which \$393,000 was received at the McCamey station.

In addition to the oil shipments, the Kansas City, Mexico and Orient handled an enormous movement of oil field supplies for the Crane-Upton county area, as well as large shipments of goods and commodities for the rapidly growing town of McCamey. Several other new towns have sprung up along the line as a result of oil development operations and freight traffic of various kinds is heavier than in the history of the road. The cattle shipments are also unusually large.

GOOD ROADS AND STREETS

Providing a System of Highways to Serve Every Community in Morehouse Parish, La.

By MAJOR J. LESTER WHITE, Morehouse Parish Engineer.

With a grim determination to maintain their front rank position in the South's advance and with a full realization that Morehouse Parish could not hope to do this handicapped by unimproved roads only passable under the most favorable weather conditions, its citizenship successfully voted, on December 19, 1922, a \$1,500,000 bond issue for the construction of a highway system including 150 miles of gravelled roads and several large bridges.

With the sale of these bonds in August 1923 the entire amount was allotted to the various projects according to the mileage of each on the estimated cost per mile and the accounts were opened in this manner with the understanding that no money could be drawn from the account of one project to aid another until that project had been completed.

Location surveys were started in the fall and winter of 1923 and 1924 in several parts of the parish at the same time, the police jury making every effort to serve the most isolated communities first. Under adverse weather conditions, with roads practically impassable, the surveys were completed in March 1924 and the first contract awarded on April 29 of that year. Other contracts were awarded in rapid succession and today Morehouse Parish points with pride to the results of the efforts of its police jury and citizens at large, possessing a road system of 165 miles, or 15 miles more than was originally contemplated; six large bridge structures and the contemplated system has been completed without a single litigation, without a single contract failure and with funds still on deposit. Practically every community is now connected by completed highways and bridge structures have replaced the ferries at practically all the public crossings on Bayou Bartholomew.

The system is unique in many respects. Entering the parish from Little Rock and going to Monroe and points beyond, the traveller has a choice of three routes, namely, Jones-Bonita-Bastrop-Monroe or Jones-Mer Rouge-Bastrop-Monroe or Jones-Mer Rouge-Collinston-Monroe and the mileage is 56, 57 and 54 miles, respectively, or only a difference of three miles in the shortest and longest route. Bastrop, Mer Rouge and Collinston are connected by completed highways, each place equidistant from the other, eight miles. Leaving Monroe one can visit Perryville, Bastrop, Plantersville, Jones, Bonita, Gallion, Mer Rouge, Oak Ridge, Collinston and return to Monroe without leaving a surfaced highway and with the exception of three miles—Jones to Bonita—going over any same route, and the mileage for this belt trip is 124 miles. Practically all towns in the parish are on belt routes.

To date, with funds expended in Morehouse Parish on Federal and State roads, there has been spent a total of \$1,524,000; with a portion of this there has been built six bridge structures costing \$82,000. With the balance we have built 165 miles of highways at an average cost of \$8740 per mile. With the ever present idea in mind that these highways will, at some future date, be laid with a heavier type of pavement, special attention has been given to elimination of curves and the use of permanent culverts.

The parish authorities are grateful to the citizens of Morehouse Parish for the splendid co-operation given throughout the highway construction program and whatever success has been ours in this giant undertaking is largely due to the

people through the cheerful rendering of constructive criticism and the absence of destructive criticism.

A 2½ mill maintenance tax voted with the construction issue permits the operation of three maintenance units in the parish, each unit charged with the proper upkeep of one-third of the system.

Our highway construction and maintenance accounts have been handled in an excellent manner by W. A. Page, secretary-treasurer of the police jury. Harmony has prevailed within the police jury and between the police jury and the citizens of Morehouse Parish.

A new bond issue was voted by Road District Number 1 for \$305,000 on Tuesday, October 11, for additional highways and bridge structures and with the completion of this second construction program, a total of 200 miles of completed highways will be the result of our combined efforts. The returns showed 140 votes for and eight votes against the bond issue. This, we feel, reflects the manner in which the people have accepted the results of our efforts and is indicative of the progressive spirit of Morehouse Parish. With the same co-operation as has been given in the past we hope to carry through with our new construction program in a manner that will give the additional roads contemplated in the shortest length of time, and that we shall then have a highway system so complete that a mud road will be a curiosity.

Texas County Votes \$500,000 of Road Bonds.

Sinton, Texas.—Bonds in the amount of \$500,000 for the construction of roads have been voted by Road District No. 5 in San Patricio County. Proceeds will be used for building a highway across the county from the San Patricio-Refugio line to connect with a hard surfaced road through Refugio County and with a highway passing through Sinton and Robstown. The latter will continue over Highway No. 16 into Falfurrias and over Highway No. 12 from Falfurrias to Brownsville.

Highway Conference for Fort Worth.

Fort Worth, Texas.—A Southwestern States highway conference will be held in this city on November 28 and 29, according to William T. Wheeler, general manager. The conference is being sponsored by the Highway Club of Texas and the Oklahoma Good Roads Association, of which Roy M. Johnson of Ardmore, Okla., is president. On the afternoon of the second day of the conference officers will be elected for the Highway Club.

Topping 44 Miles of Roads.

Big Wells, Texas.—The work of tarviating the highway from a point near Carrizo Springs to Dilley, a distance of 44 miles, has been started by the Lone Star Construction Company. The road, which is expected to be finished in 150 working days, will complete a tarviated road from the west Dimmit county line to San Antonio, a distance of 116 miles.

To Award Contract on Niles Ferry Bridge.

Maryville, Tenn.—According to an announcement by the State Highway Department, Nashville, contract will be awarded December 15 for the construction of the proposed Niles Ferry bridge near Maryville, estimated to cost \$250,000. Soundings for bed rock to support concrete piers are now being made by engineers.

\$525,000 Nansemond River Bridge Under Way.

Construction has been started on a proposed bridge over the Nansemond River, between Drivers and Chuckatuck, Va., according to a telegram from the Portsmouth-Nansemond Bridge Corporation, Norfolk, which has undertaken the project. The company states that it has sold \$525,000 of bonds to finance the construction of a steel and concrete bridge, 2350 feet long, including a steel swing draw span of 200 feet. A hard-surfaced road will be built from Drivers to Chuckatuck, thus cutting off more than 17 miles, it is said, between Richmond and Norfolk.

Contract for the bridge has been awarded to the Atlantic Bridge Company, Inc., of Greensboro, N. C., who wires that the contract has been formally executed and that the company is now assembling a plant construction camp, driving test piles and vigorously pushing field operations. Steel and machinery will be furnished by the Virginia Bridge and Iron Company of Roanoke, while all other work will be done by the contractor. General materials have not yet been purchased.

Officers of the Portsmouth-Nansemond Bridge Corporation include C. M. Jordan, president; Charles R. Welton, vice-president, and W. P. Jordan, secretary-treasurer, with A. C. Dent and L. G. Ruth, directors, the latter being connected with the firm of L. G. Ruth & Co., Buffalo, N. Y., who handled the bonds, with other firms, for building the structure.

Contract Soon for Atlanta Viaducts.

W. H. Lee, chairman of the viaduct committee of the Chamber of Commerce, Atlanta, Ga., advises that contracts will probably soon be awarded for the construction of Atlanta's proposed twin viaducts. These are to be built over the railroads at Pryor street and at Central avenue at either end of the present Union Depot and connected by walkways with each other and with other viaducts bridging the railroad. It is expected that ultimately the two viaducts will be completely joined and entirely cover the railroads under what is known as the Bleckley plan.

Construction of the viaducts and approaches will raise the street level of a large area of the city and many of the present buildings, it is thought, will be replaced by larger and handsomer structures. The property affected is in the heart of Atlanta, and as the new street levels are fixed it is anticipated that an extensive building program will be inaugurated. An expenditure of several million dollars will be involved in the project. The improvements will relieve a serious traffic problem which has become acute with the rapid growth of the city. At the same time, they will open up a large territory which has heretofore been more or less inaccessible. S. B. Black of Atlanta is the engineer.

Texas Road District Plans \$2,000,000 Bond Issue.

Mission, Texas.—Petitions are being circulated in the Mission special road district, recently created, requesting the Hidalgo County Commissioners, Edinburg, to call an election in the district on a bond issue of \$2,000,000 to build 56 miles of roads and two bridges.

Oklahoma County Sells \$1,200,000 Road Bonds.

Chandler, Okla.—As a last detail in financing improved highways in Lincoln county, the County Commissioners have sold a bond issue of \$1,200,000 to the bond department of the Exchange Trust Company, Tulsa. Funds from the sale will be used in part to construct a link in highway No. 66.

TEXTILE

\$400,000 Improvements to Proximity Mills— Additional Weaving Plant and 100 Dwellings Planned.

Plans have been made by the Proximity Manufacturing Company of Greensboro, N. C., for the enlargement of its textile mills there at an estimated cost of \$400,000 for buildings and machinery. It will build a fireproof weave mill of 1000 looms capacity for the production of denims and will install immediately 500 Draper looms. The present spinning mill will be operated at night to supply yarn for the looms. About 100 additional cottages will be built to accommodate an increased number of operatives. Plans for the additions are being prepared by J. E. Sirrine & Co. of Greenville, S. C., and are expected to be ready for bids within 30 days.

The new building will be 260 by 144 feet, two stories, of the daylight type, with glass and steel walls and five monitors in the roof, arranged transversely. The dwellings will be of standard mill type construction, to contain five rooms, and will be equipped with water and sewage facilities and electric lights.

Beginning operations in 1895 with 240 looms, the Proximity mill has enlarged four times. It is now equipped with 53,000 ring spindles, 1600 automatic looms and dyeing department for the production of indigo blue denims and whip cords.

Takes Over Kinston Cotton Mills.

L. J. Mewborne, president of the Farmers and Merchants Bank of Kinston, N. C., advises that the Kinston Cotton Mills Company, a new organization, has taken over the Kinston Cotton Mills and will operate the plant. The Kinston Cotton Mills went into the hands of a receiver early in the year and the real estate and machinery sold by order of the court. The plant is equipped for the production of 8s to 20s hosiery filling on warp twist, single or 2-ply cones, skeins and tubes and also 22, 24 and 26 hosiery cones. Officers of the new company include L. J. Mewborne, president; C. A. Cosney, vice-president, and W. B. Harvey, secretary-treasurer.

New Hosiery Mill for Summerville, Ga.

Sidney M. Edelstein & Co., industrial engineers, of Union, S. C., advise that they have been consulted with reference to the establishment of a new hosiery mill at Summerville, Ga., to be operated by the Montgomery Knitting Mill, for which a charter will soon be applied for. The new company will be capitalized at \$100,000 and will be headed by E. Montgomery and Wesley Shropshire. It will buy new machinery and equip a building already erected for the manufacture of children's rayon and cotton hosiery. The company will employ local capital in its operations and is now seeking a selling connection.

Officers for Burlington Processing Company.

The following officers have been chosen for the Burlington Processing Company of Burlington, N. C., recently reported incorporating with an authorized capital stock of \$250,000: S. M. Robinson, president; M. B. Smith, vice-president; A. L. Hill, secretary, and C. B. Phillips, treasurer. H. B. Skinner, secretary of the Burlington Chamber of Commerce, advises that the company will expend \$125,000 equipping a plant to be located in the Industrial Heights section of Burlington. Plans for a building of mill-type construction are in the hands of Mr. Smith.

Pennsylvania Knitting Mill Moves to Tennessee.

Lenoir City, Tenn., November 14—[Special.]—The Alspach Knitting Company of Orwigsburg, Pa., latest Northern industrial concern to migrate to East Tennessee, expects to begin actual operations in this community about December 1. All details connected with the transfer of the new plant have been agreed upon and machinery is now being crated for shipment.

The industry was secured for this section largely through the efforts of the industrial department of the Tennessee Electric Power Company, working in conjunction with local citizens and the Chamber of Commerce. A little over a year ago a representative of the power company called upon the textile people in the North in an endeavor to interest them in Tennessee, resulting in a visit to this section about two months ago by Elmer Alspach, president of the company, and his associates.

Maryville and Lenoir City were inspected, but citizens of this community were successful in selling the textile men on a local location. Lenoir City residents purchased \$15,000 in preferred stock in the company and will have representation on its board of directors.

Alspach Knitting Company was organized only a few years ago with practically no capital and three or four knitting machines and has enjoyed a successful growth. Output comprises women's and children's cotton ribbed underwear. The company sells its product chiefly through mail order houses. It is thought that with lower production costs and the favorable economic advantages of East Tennessee a substantially larger volume of business can be handled than heretofore.

Immediate employment will be given 30 people, but with the expected installation of additional equipment, employment will be afforded 50 people.

Much of the credit for locating this industry in Lenoir City is due W. C. Merritt, secretary of the Chamber of Commerce, who worked unceasingly on the project from its first presentation. H. B. Walker represented the Tennessee Electric Power Company in the local negotiations.

Summerville Knitting Mill Incorporates.

Summerville, Ga.—Application has been filed with D. C. Greeson clerk of the Superior Court, for a charter for the Montgomery Knitting Mill of Summerville to be capitalized at \$15,000. It is understood that the new enterprise is considering the use of the Sturdivant building for a plant. Among those interested in the project are E. Montgomery, F. F. Chapman, S. C. Martin, Sam Pollock and J. H. Edge, all of Summerville, and E. W. Sturdivant of Atlanta.

Water and Sewer Systems for New Slater Mill.

J. E. Serrine & Co., Greenville, S. C., engineers for the new textile mill under construction at Marietta, S. C., for the Slater Manufacturing Company, advise that contract for a water and sewer system has been awarded to W. A. Briggs of Greenville. The contract covers a water supply for domestic use and fire protection, water to be obtained from the new Greenville system with storage lake at Table Rock Cove.

Texas Gauze Mills May Capitalize at \$425,000.

New Braunfels, Texas.—Plans are being made for the incorporation of the Texas Gauze Mills, which will probably be capitalized at \$425,000, for the construction of a plant to manufacture hospital gauze. The company will erect a building, 120 by 280 feet, of steel and concrete, to cost about \$75,000, construction bids to be opened about January 18. It will be equipped with approximately \$300,000 worth of machinery,

including 5000 spindles, 150 looms, opening, picking, carding, slubbing and finishing machinery. Officers of the company, which will employ about 200 operatives, include A. W. C. Bergfeld, president; C. A. Wille, vice-president; R. E. Klooper, secretary and treasurer.

Contract for Gagner Silk Mill.

General contract for the erection of the new silk mill at Statesville, N. C., for the Gagner Manufacturing Company of Adams, Mass., has been awarded to the Grier-Lowrance Construction Company of Statesville, who advise that the mill building will be one story, 92 by 216 feet, with monitor roof construction, and that the general contract includes plumbing, heating and wiring. Work is expected to begin at once and the building to be ready for occupancy by January 1.

Pepperell Company to Open Atlanta Office.

Atlanta, Ga.—At a recent meeting of the sales force and officials at Boston, Mass., of the Pepperell Manufacturing Company plans were formulated to establish the Southeastern offices of the company in this city, from which the business of its Southeastern mills will be handled. General offices are located in Boston and its mills are at Lindale, Ga.; Opelika, Ala.; Biddeford, Maine, and Lowell, Mass., with a big bleachery at Lewiston, Maine. Other sales offices are now located in St. Louis, New York, San Francisco, Boston and Chicago.

Silk Mills Incorporate With \$200,000 Capital.

Lexington, N. C., November 18—[Special.]—The Lexington Silk Mills, Inc., have incorporated here with a capital stock of \$200,000 and have organized with the following officers: J. T. Hedrick, president; J. V. Moffitt, vice-president; J. C. Grimes, secretary-treasurer, and John Egbert, general superintendent. The new company has purchased the entire plant of the Wechsler-Barber Silk Company, Inc., of Paterson, N. J., and by February 1 will move here 144 looms and other machinery. It will begin building at once a structure, 64 by 298 feet, to house the machinery.

Sixth Unit of Viscose Plant at Roanoke Under Way.

Roanoke, Va.—Construction is progressing rapidly on the sixth unit to the plant of the Viscose Corporation of Virginia here and it will be completed early in 1928, according to H. C. Neren, superintendent. It may be possible to commence manufacturing operations in the new unit by March 1.

Building operations were started only on September 22 but they have advanced so speedily that about one-half of the steel work for the structure already is in place.

Approximately 800 to 1000 additional persons will be employed when the new unit is finished. About 50 per cent of the additional employees will be girls and the total number of persons employed at the plant will then be approximately 6000. About 40 per cent of the entire force will be female employees.

With the completion of the new unit the annual production of the local plant will be approximately 20,000,000 pounds of rayon yarn. It already is the largest artificial silk manufacturing concern in the world and, with the sixth unit placed in operation, will be far ahead of all others.

Stockholders of the Enoree Mills, Enoree, S. C., have voted to change the name to Riverdale Mills.

LUMBER AND BUILDING MATERIALS

Creosoting Saves Wood and Dollars.

In line with the text of the late Theodore Roosevelt, "the fundamental idea of forestry is the perpetuation of forests by use," the Bell Telephone system long has been working for the preservation of the thousands of poles in its service, through the process of creosoting. So important and interesting is the subject that the Advance Lumber Company, Inc., 529 Brown-Marx Building, Birmingham, Ala., is distributing reprints of an article, "Wood and Dollars Saved by Creosote," from American Forests and Forest Life, the magazine of the American Forestry Association, July, 1927.

The economic test of the truth of Roosevelt's epigram, says the introduction, is "so to utilize one tree that it will give the service formerly requiring two or more," and it details the creosoting work of the Bell Telephone Company as "a notable illustration." First explaining that the use of creosoted yellow pine poles was begun by the Bell System as early as 1897, the article adds that this virtual experiment was checked up closely, to note both results and opportunities for improvement. Special observation was devoted to a line of creosoted pine poles built in 1899, from Montgomery, Ala., to New Orleans, in which 7644 poles were used. This route was selected for observation because of its location "where the air is warm and moist and the poles much more subject to decay than in cooler and drier localities."

Seven years later, in 1906, says the article, "a total of 2152 poles were inspected for condition; 1 per cent were found sufficiently deteriorated to warrant replacement; 9 per cent more were noticeably affected by decay, and the remaining 90 per cent were sound and in good condition." Further, in 1915, after 16 years of service, 333 poles, or approximately 4.4 per cent of the original 7644 pieces of creosoted pine installed, had been replaced, and the reasons for these replacements were as follows: Highway or railroad construction, rerouting of line, etc., 1.65 per cent; damage by storm or accident, 1.27 per cent; decay, 0.29 per cent; damage by fire, 0.14 per cent; for analysis of preservative, 0.01 per cent; cause unknown, 0.99 per cent; total, 4.35 per cent. "By the time of the next inspection, in 1921," adds the article, "about 8.5 per cent of the poles had deteriorated to an extent necessitating reconstruction," this including the percentage found in this stage up to 1915.

Of the process, the article says:

"The poles were required to be impregnated by the cylinder pressure process, with not less than 12 pounds of creosote per cubic foot of timber. In this process, the poles are assembled in a horizontal position on suitably sized 'buggies,' which are

then run into the cylinder; the cylinder is closed and steam applied for a number of hours, in order to bring comparatively green wood into a condition where it will more readily absorb the preservative. A vacuum treatment follows the steaming, to remove some of the water taken up by the poles. Following the application of the vacuum, hot creosote is run in to fill the cylinder and pressure is then applied to force the creosote into the wood. The cubical content of the timber is measured before it is placed in the cylinder and the pressure is kept up until sufficient preservative has been forced into the timber to insure the retention of the required amount when pressure is released and the creosote drawn off."

Fine and informative illustrations add to the attractiveness of the article.

Perkins Sand and Gravel Company Incorporated.

The Perkins Sand and Gravel Company of Calvert, Texas, has incorporated with the following officers: Jess Perkins, president; L. W. Perkins, vice-president, and Bryan Adams, secretary-treasurer. The company advises that it has a Marion shovel in the Rio Grande Valley west of Mission, Texas, and a Marion dragline south of Calvert, loading ballast for railroad purposes. It is installing a 500-horsepower Allis-Chalmers twin duplex Diesel engine at Bufkin, Texas, which will be direct connected to a generator, for supplying power to a modern gravel plant at that point. The plant will consist of a 10-inch hydraulic heavy duty sand and gravel pump direct connected to a 250-horsepower motor located on a dredge boat 24 by 55 feet. With this unit sand and gravel will be pumped to a screening and washing plant, where it will be dewatered and put through a series of rotary screens for classification. All equipment has been purchased and the plant is expected to be ready for operation by December 1.

Reforestation Project Requires 50,000 Trees.

Charlotte Courthouse, Va.—A large reforestation project, said to be the first undertaken in Charlotte county, has been started by Judge Robert F. Hutcheson with the assistance of representatives of the State Forestry Service, Richmond. He expects eventually to plant 50,000 loblolly pine trees.

Pineland, Texas.—The Southern Pine Lumber Company of Texarkana, Texas, manufacturer of pine and hardwood lumber, is remodeling dry kilns at its hardwood mill here. Universal vacuum dry kiln equipment, manufactured by the Universal Vacuum Dryer Company of Kansas City, Mo., is being installed.

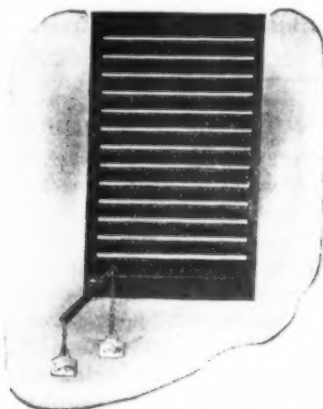


RECENT SHIPMENT OF 110-FOOT CREOSOTED POLES BY ADVANCE LUMBER COMPANY, BIRMINGHAM.

MECHANICAL

Unique and Handy Attic Ventilator.

The picture herewith represents an attic ventilator—called Gabelouvre—which is one of the products of the Ventilouvre Company of Bridgeport, Conn. Since it was put on the market it has been in ready demand for ventilating attics, garages, cellars, preserve closets, poultry houses, creameries and many



INTERIOR VIEW OF THE VENTILATOR.

other enclosed places. It can be easily screened if necessary and, although it admits air and light, it keeps out rain and snow. It has proved popular with owners, architects and builders.

When this new device is used in a garage, it is stated that by opening the Gabelouvre, together with Panelouvres, which latter are set near the bottom of the garage doors, all danger of suffocation by carbon monoxide gas is removed.

The first mentioned device—the attic ventilator—is also particularly adapted to air shafts for hot air heating systems where a controlled inlet is desirable.

The Gabelouvre is made of heavy gauge rolled steel, rust proofed and it is claimed will last for a lifetime. It is opened or closed by means of pull chains which are shown in the illustration that represents the inside appearance of the device. Viewed from the outside it has the appearance of any other neat slatted window. When closed it will not admit any more air than comes through another closed window. It can be placed in a wooden frame already installed in old or new construction of frame, brick or concrete by any ordinary workman. It is also stated that it costs less than an old-fashioned wood ventilator.

An Active Adaptable Digging Machine.

In the accompanying illustration is shown the "American Gopher" shovel-crane, one of the latest additions to the line of shovels, cranes, derricks, etc., built by the American Hoist and Derrick Company of St. Paul, Minn., who say that it was a success from the start on account of its remarkable combination of speed, adaptability and ruggedness. The machine served time at all forms of hard work before it was announced as a finished product and throughout the months of trial service it proved itself to be another machine to uphold the company's reputation for long life of its products.

It is noted that one thing which has won prompt approval is the fact that this new shovel-crane contains fewer parts than usual in machines of this kind. When work was started on the design the engineers put themselves in the place of a man with a difficult digging job far from repair facilities and tried to produce a machine that would give the least possible trouble from delays for repairs.

The "American Gopher" is equipped with continuous chain treads (the company's name for their crawler type mechanism), which enables it to travel over all types of ground, from mud to soft sand. The treads are flat and do not harm pavement while traveling over city streets. There are holes

in the tread so that cleats can be applied when it is necessary for the machine to travel over slippery places.

This new shovel-crane is equipped with high-pressure lubrication, S. K. F. bearings, and the parts are interchangeable



NEW SHOVEL-CRANE WORKING IN CLAY.

wherever possible. In order to meet the demand for various kinds of power the machine comes equipped for either gasoline, Diesel, or electric motor power. A booklet that tells all about this shovel-crane can be had from the builders.

New Device for Moving Freight Cars.

In the loading and unloading of railroad cars it is often necessary to have an inexpensive, practical means of moving and spotting cars. To fill such a need a new and powerful car-puller has been developed and placed on the market by the Galion Iron Works and Manufacturing Company of Galion, Ohio, as an adjunct to the Galion skip hoist and also their Mono-Veyor. This new car-puller can be supplied with a five, seven and a half, or ten horsepower electric motor as desired.

The gear reduction of the puller is by means of cut steel gears running in a bath of oil in a dustproof, cast iron



CAR PULLER IN COAL YARD.

housing of heavy, ribbed construction. The capstan is vertical, as this type permits pulling from any direction, because the cut steel gearing operates in oil, long life and quiet operation are assured.

The illustration shows the car-puller in operation at the yard of the George C. Wolff Coal Company, Chicago, Ill. Mr. Wolff's idea of a shelter shed for the rope, while not essential, is very convenient and desirable, as rope exposed to the weather deteriorates much faster than if protected. "The shed makes it easy for the operator to store the rope and safeguard it against theft."

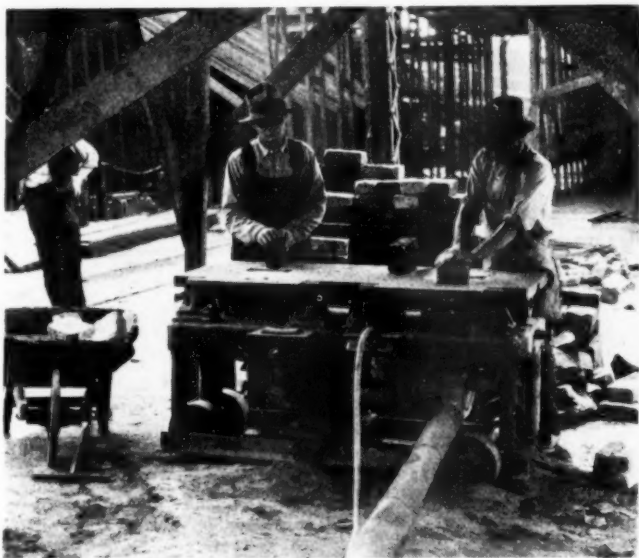
The machine itself needs no protection, as all working parts of the car-puller proper are enclosed, and a weather proof sheet metal housing protects the motor.

Air Operated Brick Cleaning Machine.

The accompanying illustration shows the Rotor Brick Cleaning Machine which is made by the Rotor Air Tool Company of Cleveland, Ohio, who say that it is extremely well adapted for cleaning mortar and cement from either blast furnace brick, building brick, or paving brick. The picture represents two men cleaning brick by this method, passing the brick over the cutters which project slightly above the surface of the machine, the refuse mortar or cement being carried off through a large exhaust tube.

The costs for thus cleaning brick vary, of course, according to the hardness of the mortar or the cement which adheres to the brick that is being cleaned. Sometimes it is less than a fourth of a cent per brick, but in other instances it runs as high as a cent.

"Where ordinary mortar is being removed from building brick," says a letter from the company, "we have cleaned as many as 5,000 bricks a day with two men operating the machine on a ten hour day basis. The cutter costs also vary



BRICK CLEANING MACHINE IN OPERATION.

with the hardness of the material to be cleaned from the bricks. We have found these costs for cleaning slag and scale from open hearth checker brick to vary from one-half to nine-tenths of a cent per brick."

Improved Stump Pulling Device.

An improved stump pulling machine has been produced and arrangements are being made to put the device on the market on a rental basis by the owners. Clearing and grubbing on the Florida State Road Department's Project 677-C Road No. 13 in Levy County was recently performed in record time by the use of several gasoline dragline machines equipped with these interesting devices for pulling the stumps and for piling the stumps and logs preparatory to their being burned when dry.

The inventor, Mr. Chris Wester of the contracting firm of Boone & Wester, with offices at Cedar Key, Fla., has experimented with and perfected the device, on which patents are now pending.

The stump puller itself which weighs about 1600 pounds, is made from two pieces of six by six inch iron hinged at one end so as to open and close like a giant nut cracker. The power for pulling the stumps was supplied by several Pawling & Harnischfeger cranes, the "Nut-Cracker" itself being swung from the point of the boom by the hoisting cable, while the stump is pulled by the dragline cable. The

larger sized stumps are loosened or split by the use of explosives, thus speeding the pulling operation as well as aiding in the burning of the stumps at a later date.

Speed and the getting away from old and expensive hand methods is the keynote of the new invention. What has heretofore been a troublesome, slow and laborious operation can now be performed by two or three men. In fact the



STUMP JUST PULLED ABOUT TO BE PUT ON PILE.

puller itself is automatic and needs only the operator on the dragline machine to place the puller on the stump, pull it out, swing the boom and deposit in piles along the right-of-way. No hand work is required to fasten the puller to the stump nor to release the stump from the puller when in position to drop. The arrangement of the cables is such that the harder the pull on the cable the tighter the grip of the puller on the stump. The roots are also pulled out with the stump so that if road grading is being done the ground is left without such obstructions. It is further stated that from two to five acres of land per day can be cleared of stumps in this manner, according to ground and the number of stumps.

A New Coal Field in Virginia.

It is announced by the Hogan Trustee Syndicate that a deposit of high-grade coking coal, estimated at 1,622,000,000 tons lying in two five-foot seams, has been found and explored in Scott county, in southwestern Virginia. This discovery contradicts the report made in 1893 by a United States geologist who, misled, it is supposed, by peculiar geological conditions, stated that the coal of the Powell Mountain territory was not susceptible of commercial mining.

The claim is made by parties interested in the property that the newly found coal equals, if it does not surpass, in quality the finest coal hitherto known as a coking, a domestic, a steam or a gas coal. Interested parties are referred to Bulletin No. 24, Plate II, United States Geological Survey, and to the State geologist of Virginia, for additional facts, and to the Hogan Trustee Syndicate, Bristol, Va., for particulars.

Big Building Program at Hattiesburg, Miss.

Hattiesburg, Miss.—Buildings completed during the first 10 months of this year in this city represent an investment of \$2,900,000, and it is believed this figure will be increased to \$3,250,000 by the end of the year. These figures show that the current year marks the city's greatest growth.

The construction program here this year is divided as follows: Residences, \$1,260,000; schools and churches, \$260,000; building improvements and repairs, \$865,000; new business structures, \$615,000.

CONSTRUCTION DEPARTMENT

EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.

The date at the end of an item indicates issue of the Manufacturers Record in which earlier facts about the same enterprise were published.

DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

Airports, Airplane Plants, Etc.

Fla., Miami—City has 120-acre tract at Gratigny and Le Juene Rd for airport; begin clearing work under supervision of Wallace Culberson of City Dept. 10-20

Fla., Pensacola—Improvements costing \$1,400,000 recommended for Pensacola Naval Air Station, W. C. Child, Commander to Navy Dept., Washington, reported, work includes \$1,000,000 permanent barracks for enlisted men, \$200,000 central storehouse, \$150,000 recreation center, \$50,000 bulkhead, \$50,000 for extension assembly repair and department facilities.

Fla., West Palm Beach—The Atlantic, Gulf and Caribbean Airline, Inc., recently incorporated in Delaware, reported, purchased controlling interest and now is the holding company of the Pan-American Airways, which at present is operating airplane mail service between Key West, Fla., and Havana, Cuba; the holding company will seek additional airmail contracts for transportation of mail up coast of Southern States; Capt. J. C. Whitbeck, local representative; organization financed by Hayden, Stone & Co., 25 Broad St., New York, and others.

N. C., Greensboro—City let contract to J. L. Griffin, 111 N. Green St., for lighting Tri-City air mail landing field at Friendship. 11-3

Tenn., Knoxville—City interested in establishing airport. Address City Manager Roehl.

Tex., San Antonio—William Steinhardt, 519 N. Craig St., and associates, reported, will erect hangars costing between \$50,000 and \$100,000 at Winburn Field, municipal airport; Orange Manufacturing Co. has material on ground for steel fireproof hangar; erect for demonstrating, etc.; Phil Wright, Acting Mayor. 11-17

Bridges, Culverts and Viaducts

Proposed Construction

Ala., Brewton—State Highway Comm., Woolsey Finnell, Highway Director, Montgomery, receives bids Dec. 20 for 48-ft. steel, concrete and timber treated bridge over Murder Creek, Brewton; plans on file; W. A. McCalle, State Highway Engr.

Arkansas—State Highway Comm. received low bids for 3 bridges. See Roads, Streets, Paving.

Ark., Hot Springs—Garland County Quorum Court, Chas. H. Davis, County Judge, appropriated \$15,000 to aid State Highway Dept., Little Rock, to replace Ouachita River Bridge on Mt. Ida Rd., State Highway No. 6; Trager Freeman, County Clk.

Ark., Hot Springs—Talmadge Hunt, Memphis, Tenn., applied for franchise to build 3 toll bridges over Ouachita River in Garland County, between points 10 mi. above and 10 mi. below where State Highway No. 70, Arkadelphia Road crosses Ouachita River.

Fla., Inverness—Citrus County receives bids for 3 bridges. See Roads, Streets, Paving.

Fla., Pensacola—Escambia County Comms. received low bid from Robinson & Mills, Gulfport, Miss., at \$8557 for 15 culverts on Molino-Atmore Highway; E. E. Wheat, County Engr. 10-27

Fla., Vero Beach—Indian River County Comms. receive bids soon for bridge from peninsula near Vero Beach to John's Island.

Ga., Valdosta—Lowndes County Comms. plan concrete and steel bridge across Knights Creek.

La., Jena—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, received low bid from Vincennes Bridge Co., Vincennes,

Ind., at \$17,948, for Castor Creek Bridge on Olla-Winnfield road.

La., Lake Charles—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, plans pontoon bridge to replace ferry service across Calcasieu River, between Lake Charles and West Lake; N. W. Bowden, State Highway Engr.; N. E. Lant, State Bridge Engr.

La., Melville—Malcolm Elliott, U. S. Army Engr., Plaquemine, reported, approved plans of Texas and Pacific Ry. Co., E. F. Mitchell, Ch. Engr., Dallas, Tex., for 1900-ft. railroad bridge over Atchafalaya River, Melville: 1 steel span, which will lift vertically, 5 steel truss fixed spans; 160-ft. clearance for navigation opening; fixed span will have 30-ft. vertical clearance above ordinary boating stage, or 3 ft. above maximum flood height; bottom of lift span will raise to height of 80-ft. above ordinary boating water, or 53 ft. above maximum flood height; cost over \$1,000,000. 11-3

Ky., Tyrone—War Dept., Washington, D. C., approved plans of Tyrone Bridge Co., Inc., Lawrenceburg, for bridge over Kentucky River at Tyrone, 4 mi. east of Lawrenceburg.

Miss., Belzoni—Humphreys County Board of Suprs., A. R. Hutchens, Clk., receives bids Dec. 5 to improve steel floor on Yazoo River Bridge, at Belzoni; to construct creosote bridge over Paxton Bayou, Suprs. Dist. No. 1; plans on file.

Mo., Springfield—City, W. E. Freeman, Mayor, considered second approach to proposed Benton Ave. viaduct.

Mo., St. Joseph—Louis V. Stigall, Mayor, advises engineer has not been selected for bridge over Mississippi River. 11-17

Mo., St. Louis—H. M. Byllesby & Co., 231 S. LaSalle St., Chicago, Ill., and E. H. Rollins & Sons, 44 Wall St., New York, are offering \$1,400,000, first (closed) mortgage 6½% 20-yr. St. Louis-Mississippi River Bridge sinking fund gold bonds; bridge to be built by Chain of Rocks Kingshighway Bridge Co. 10-10

Mo., Washington—Washington-Missouri River Bridge Corp., reported, contemplates \$800,000 bridge at Washington.

North Carolina—State Highway Comm. plans letting contract for 2 bridges. See Roads, Streets, Paving.

N. C., Raleigh—See Roads, Streets, Paving.

Okla., Tulsa—City, Herman E. Newblock, Mayor, plans excavating streets and building viaducts over Frisco R. R. tracks, in connection with union station project; cost \$1,250,000. See Financial News—Bond Issues Proposed.

S. C., Conway—War Dept., Washington, D. C., approved plans Horry County Comms. to reconstruct bridge across Kingston Lake at Conway.

Tenn., Knoxville—City, Alexander Harris, Service Director, plans 40-ft. long, 36-ft. wide concrete bridge over First Creek, Main Ave.; cost \$25,000 to \$30,000; replace old steel structure.

Tenn., Knoxville—Dept. of Highways and Public Works, Nashville, will begin surveys in Dec. for state bridge over Tennessee River at Knoxville, authorized by last legislature, cost under \$1,000,000; C. N. Bass, State Highway Commr.

Tenn., Memphis—Dept. of Highways and Public Works, C. N. Bass, Ch. Highway Commissioner, Nashville, proposes widening Hahan Bridge over Mississippi River, 2 ft. on each side and replace wooden floor by patented asphalt plank flooring; total estimated cost \$250,000. 10-27

Tenn., Union City—Obion County and Dept. of Highways and Public Works, C. N. Bass, Ch. Highway Commr., Nashville, will prob-

ably let contract in Dec. for treated timber bridge over Obion River. Address Obion County Comms.

Va., Portsmouth—Norfolk County Roads Comm., H. W. West, Chmn., plans bridge, without draw, over Dock Creek, in Western Branch Dist., to replace present drawbridge; R. B. Preston, County Engr.

W. Va., Fayetteville—Fayette County Ct., J. C. Hurt, Clk., receives bids Dec. 7 for superstructure for bridge over New River at Stone Cliff; 90-ft. thru truss, three 190-ft. and one 90-ft. deck truss, reinforced concrete floor, 20-ft. roadway; plans from Geo. H. Seims, County Road Engr.

W. Va., Henderson—Henderson Bridge Co., Arthur B. Koontz, Pres., reported, contemplates \$650,000 bridge at Henderson.

Contracts Awarded

Fla., Tampa—General Construction Co., 305 Morgan St., has contract at \$10,881, for 120-ft. creosoted timber and steel bridge at Twenty-second Street causeway; E. B. Pimm, Hillsborough County Engr.

Oklahoma—State Highway Comm. let contract for several bridges. See Roads, Streets, Paving.

Tenn., Carthage—Steel & Leiby Co. has contract to design and build concrete bridge 625 ft. long and 110 ft. above water, across Caney Fork River, branch of Cumberland River, connecting main Smith County highway. 10-6

W. Va., Huntington—T. E. Duncan has contract for concrete and steel bridge over Four Pole Creek, on boulevard extension to Wayne County line; total cost \$7547; H. H. Fielder, City Clk.

Canning and Packing Plants

Fla., Miami—Sunshine Packing Corp., incorporated; D. J. Dunlap, R. G. McKinley, I. M. McKinley.

Miss., Tupelo—C. H. Lamb and B. F. Temple of Shannon, reported, interested in construction of \$20,000 canning factory in Lee County.

Clayworking Plants

Miss., Yazoo City—Yazoo Brick Co., capital \$20,000, incorporated; John Lear, John P. Bennett.

Coal Mines and Coke Ovens

Ky., Middlesboro—Middlesboro Coal Corp., capital \$18,000, incorporated; T. E. Gibson, W. B. Fugate.

Concrete and Cement Plants

La., Baton Rouge—General Tiles, Inc., capital \$10,000, chartered; C. B. Stewart, 406 Third St.; H. Payne Breazeale, Triad Bldg.; W. P. Aucoin, Comanche St.

Md., Security—The North American Cement Co., F. W. Kelly, Pres., 126 State St., Albany, N. Y., let contract to Edge Moor Iron Co., Edge Moor, Del.; Foster-Wheeler Corp., 111 Broadway, New York City and Greene Fuel Economizer Co., Beacon, N. Y., for equipment for waste heat plant; J. R. Ferguson Co., Hagerstown, Md., for building, concrete work, etc.; General Electric Co., Schenectady, N. Y., for electrical equipment; Worthington Pump and Machinery Corp., Harrison, N. J. and 115 Broadway, N. Y., for condensing equipment; all piping to W. K. Mitchell & Co., Philadelphia, Pa.; cost about \$700,000.

Va., Ocean View Station, Norfolk—A. B. Manry contemplates establishing concrete products plant. See Want Section—Machinery and Supplies.

Cotton Compresses and Gins

La., New Orleans—Stuyvesant Compress Co., Inc., capital \$100,000, incorporated; A. M. West, 3166 Baronne St.; A. G. Ball, 316 Baronne St.

Tex., Brownsville—Delta Improvement Co., C. E. Couch, Weslaco, reported, interested in establishing gin in connection with development of town of Los Fresnos.

Tex., Tahoka—V. J. Grunder and J. Y. Bell, of Cuero, reported, plans removing cotton compress from Beeville to Tahoka.

Drainage, Dredging and Irrigation

Ark., Harrisburg—Poinsett County, Drainage Dist. No. 7, H. C. Dewey, Pres., reported, let contract to Healey & Young, Weona, for 10,000 cu. yds. and to C. A. James, Tulot, for 5000 cu. yds. repair and enlarge West levee; O. M. Farley, Ch. Engr., Osceola.

Ark., Scott—Old River Drainage Dist. Commrs., A. L. Alexander, Chmn., reported, let contract to Harvey Brown Construction Co., 1215 E. Washington St., North Little Rock, for 50,000 cu. yds. earthwork; Dickinson & White, Engrs., Boyle Bldg.

Fla., Miami—Clark Dredging Co., 357 S. W. North River Drive, reported, has contract for extensions of municipal turning basin in areas north and east of pier No. 1 and south and east of pier No. 3; cost about \$47,000; Welton A. Snow, City Mgr.

Tex., Edinburg—Texas Board of Water Engrs. approved petition for formation of Hidalgo and Cameron County Water Improvement Dist. No. 9; new district includes about 18,000 acres land, taking in all Mercedes tract with exception of the north 12,000 acres, and including towns and cities of Weslaco, Edcouch, Elsa, Lavilla and Mercedes; will probably have election first of next year to confirm organization.

Electric Light and Power

Electric light and power work in connection with many LAND DEVELOPMENT operations involves the expenditure of large sums of money. See that classification for details.

Florida—Florida Public Service Co., W. S. Barstow, Pres., 50 Pine St., New York offering through A. C. Allyn & Co., Inc., Chicago, \$1,814,000 first mortgage 6% gold bonds, Series "B"; Florida Public Service Co. supplies light and power at retail to 66 communities in central Florida, including DeLand, Eustis, Tavares, Apopka, Davenport, Haines City, Lake Wales, Frostproof, Winter Park and Avon Park, and in addition supplies electricity wholesale for distribution in Mt. Dora; company supplies gas in Orlando and Winter Park, and water and ice in other of these communities; territory served extends from Seville on the north to Lake Placid on the south, distance of about 185 mi., and from part of most important fruit truck growing and industrial sections in Florida.

Fla., Inglis—Hoosier Engineering Co., Indianapolis, Ind., reported, has contract for building high-tension line from Inglis to Waycross, Ga.

Fla., Pensacola—Gulf Power Co., Box 1645, reported, extend electric light service to entire Ferry Pass community.

Ga., Odum—Mayor and City Council, reported, offered to Georgia Power and Light Co., Waycross, 30-yr. franchise to extend light and power lines from Jesup to Odum.

La., Morgan City—City, M. E. Norman, Mayor, reported, contemplating erection of municipal light plant; cost \$100,000.

Miss., Rawls Springs—City, reported, petitioned Mississippi Power Co., Gulfport, to extend power line, furnish city with electric lights.

Miss., Yazoo City—General Power and Light Co., 231 S. La Salle St., Chicago, Ill., reported, negotiating for light plant.

Missouri—American Commonwealths Power Corp., New York, offering through G. E. Barrett & Co., Inc., and Frederick Peirce & Co. 15,000 shares first preferred stock, \$7 cumulative dividend, Series A; company is organized under laws of Delaware and owns all common stock of Community Power and Light Co., all capital stock of Union Gas Utilities, Inc., all capital stock except directors' qualifying shares and \$29,000 par value first preferred stock of Jacksonville Gas Co., etc.; through its subsidiaries serves a population of 545,000; proceeds largely will be applied in payment of portion of cost of capital stock of Union Gas Utilities, Inc., the balance having

been issued in exchange for \$400,000 principal amount of 6% gold debentures, Series A.

Mo., Cassville—Empire District Electric Co., S. S. Evans, Engr., Joplin, will construct power line south of Purdy to Butterfield and Cassville; line to consist of 12 miles of 60 cycle, 11,400 volts, 3 wire transmission line which will be constructed by company forces in near future.

Mo., Jefferson—McClennan & Junkerfeld, New York, reported, has contract for erecting power plant for Missouri Power and Light Co., H. S. Kolby, local Mgr.; doubling capacity; 1928 improvement program calls for remodeling gas plant.

Mo., Lamar—Fairbanks, Morse & Co., Inc., 217 S. 8th St., St. Louis, has contract to furnish one 360 h.p. engine and for construction of building for city; also furnishing switchboard and all other apparatus necessary for operation of engines.

N. C., Elizabeth City—J. C. Parker, Superintendent of Public Utilities, reported, interested in electrifying farms within a radius of 10 miles of town.

N. C., Marion—Western Carolina Power Co., N. A. Cooke, Pres., Charlotte, reported, to furnish electric power to Clinchfield Manufacturing Co.; engineers are surveying right of way for transmission line.

N. C., Walnut Cove—See Water Works.

N. C., Zebulon—Carolina Power and Light Co., Raleigh, reported, construct line to Spring Hope, line will carry 11,000 volts; has acquired local plant.

Oklahoma—Commonwealth Power Corp., 14 Wall St., New York, reported, acquired control of Union Gas Corp., which supplies 22 Kansas and Oklahoma cities and towns.

Okl., Bristow—See Water Works.

Okl., Sapulpa—City Commrs., reported, interested in expending \$15,000 for white way.

Tex., Brownsville—Valley Electric and Ice Co. will construct ice and power plant; 1-story, 50x260 ft., brick, concrete and steel construction; cost \$35,000; John Marriott, Archt., Frost Building, San Antonio.

Tex., Fredericksburg—City, reported, interested in installing white-way system.

Tex., Harlingen—City, reported, voted against sale of light and power plant.

Tex., Hereford—City, E. S. Ireland, Mayor, reported, construct white-way system on Main St.

Tex., New Braunfels—City, reported, voted against sale of street lighting system. Address The Mayor.

Tex., Rankin—West Texas Utilities Co., Abilene, reported, planning building in heart of town.

Tex., Walnut Springs—D. C. Morris of Walnut Springs, locating engineer for Texas-Louisiana Power Co., Fort Worth Bank Bldg., Fort Worth, reported, making surveys for high line from Midway to Whitney and Aquilla; later will probably make surveys to Kopperl, Blum, Rio Vista and Covington.

Va., Shenandoah—Page Power Co., Luray, reported, acquired municipal light and water works system.

West Virginia—Dillon, Read & Co., Lee, Higginson & Co. and Continental and Commercial Co., all New York, are offering \$9,702,000, first and refunding mortgage 4½% gold bonds, Series D, for Ohio Power Co., Ohio Power Co. owns and operates large electric power and light generating plants and transmission and distribution systems in important manufacturing, mining, agricultural and stock-raising sections of Ohio; the company owns transmission and distribution lines aggregating 3924 miles and supplies electric power and light service to 268 communities in prosperous territory in Ohio; company's principal electric generating stations are located at Philo, Ohio, and Power (formerly Windsor), W. Va.; all electric power and light properties owned by company are interconnected by high voltage transmission lines; the interconnected system, extending into 7 States, constitutes one of largest super-power systems in the world.

Fertilizer Plants

Tex., Sulphur Springs—Pate Brothers Fertilizer Works, capital \$25,000, incorporated; A. M. Pate, B. C. Pate, C. D. Shallenburger.

Flour, Feed and Meal Mills

Fla., Miami—Charles S. Russell of Russell Engineering Co., Opa Locka, considering erection of small corn mill in near future.

Va., Berryville—Quigley Hafer, Chambersburg, Pa., reported, has contract for rebuilding burned plant of the Clarke Milling Co.; foundation and basement will be

of concrete construction, remainder of building being of heavy type construction; concrete storage bins to take care of 35,000 bushels of wheat and mill capacity will be 250 barrels per day; building to be 35x116 ft., and 50 ft. in height; install machinery, electrically driven.

Foundry and Machine Plants

Ky., Louisville—Progress Stove and Range Co., W. L. Hollis, Pres., Sixteenth and Magazine St., reported, rebuild foundry building, burned at loss of \$20,000.

La., Thibodaux—Thibodaux Boiler Works, Inc., capital \$50,000, chartered; L. H. Braud, Jos. A. Braud, Henry Braud.

Gas and Oil Enterprises

Ky., Lexington—Columbia Gas and Electric Corp., 61 Broadway, New York, and 7 W. Tenth St., Wilmington, Del., reported, acquired controlling interest in Central Kentucky Natural Gas Co.

Louisiana—Moody & Seagraves Corp., Esperson Bldg., Houston, Tex., reported, begin construction in 60 days on pipe line to supply St. Louis, Mo., with natural gas from fields in Northern Louisiana; 400 miles long, capable of furnishing St. Louis with 150,000,000 cu. ft. gas daily; pipe line will be operated on completion by new subsidiary company of Moody & Seagraves Corp., the Dixie-St. Louis Gas Co.; gas will be obtained from Monroe and Richland fields near Monroe. 9-1

La., Abbeville—Belchic and Laskey Co., Inc., reported, projecting natural gas pipe line from Winnfield to Leesville, thence to Lake Charles, Jennings, Crowley and Abbeville.

La., Jennings—Belchic & Laskey Co., Inc., reported, negotiating with city, A. F. Derouen, Mayor, for gas franchise; plan building pipe line from Winnfield to Leesville, Lake Charles, Jennings, Crowley and Lafayette.

La., Monroe—Louisiana-Arkansas Pipe Line Co., Inc., capital \$500,000, incorporated; S. D. Hunter, Slatery Bldg., Shreveport; S. R. Morgan, Little Rock, Ark.; H. Wade, El Dorado, Ark.

Miss., Crystal Springs—City, reported, considering granting gas franchise. Address The Mayor.

Mo., St. Louis—Little Flower Oil Co., capital \$250,000, incorporated; Rollin E. Brearly, Joseph E. Burns, Nels J. Nelson.

Mo., St. Louis—Missouri Natural Gas Co., capital \$10,000, incorporated; Walter R. Mayne, 506 Olive St.; F. E. Williams, 1814a Wagoner St.; Raymond E. La Driere, Boatman's Bldg.

Okl., Francis—City, reported, vote Dec. 20 for granting franchise to Southwest Gas Co., Houston, to supply town with natural gas.

Okl., Tulsa—All-State Petroleum Co., capital \$20,000, incorporated; J. V. Dunbar, K. O. Anderson.

Okl., Tulsa—American Natural Gas Corp., Robert C. Sharp, Pres., offering 50,000 shares \$7 cumulative convertible preferred stock (with par value) through G. L. Ohrstrom & Co., Inc., New York; American Natural Gas Corp. and subsidiaries, including those under contract of purchase, will constitute one of the largest natural gas systems in United States and will serve a population of approximately 600,000 in about 50 communities.

Tex., Amarillo—Phillips Petroleum Co., reported, to construct casinghead gasoline plant in Bowers pools in Gray County; construction will begin at once; also lay water system to supply fields and gasoline plant.

Tex., Corsicana—E. L. Smith Oil Co., Mexia, reported, acquired J. K. Hughes Development Co., including 135,000 acres of leases.

Tex., Port Neches—Engineering Service Corp., 1806 Post-Dispatch Bldg., Houston, has contract for 18,000 ft. of 16-in., 18,800 ft. of 14-in., 9000 ft. of 10-in., 80,000 ft. of 8-in., 18,000 ft. through sea cane marsh, gas line for Dixie Gas and Fuel Co.

Tex., Galveston—Galveston Gas Co., reported, soon start work on construction of pipe line from Texas City Junction to Galveston.

Tex., Houston—Houston Gas and Securities Co., reported, has taken over Houston Gas and Fuel Company, Frank J. Stolz.

Tex., Mexia—J. K. Hughes Development Co., capital \$2,000,000, incorporated; J. K. Hughes, Jack Womack, George L. Peyton.

Tex., Paris—Paris Oil Co., incorporated; William Groberm, M. A. Browne, E. V. Cole.

Tex., Stamford—Stamford Gas Co., C. O. Moore, Pres., reported, let contract to Skaggs Brothers, for laying 350 miles of pipe line and distributing system; line will

branch from that of Northern Texas Utilities Co., near Chillicothe and extend to Stamford, where it will branch to Hamlin, Rotan and Roby; line will be all-welded; approximately 12,000 cylinders of oxygen to be supplied by Wichita Falls Oxygen Co., 110 Indiana St.

Va., Hopewell—Old Dominion Gas and Electric Co., a subsidiary of Pennsylvania Gas and Electric Co., 120 Broadway, New York, reported, will erect \$250,000 plant for manufacturing gas for lighting, cooking, industrial, etc.; has franchise. 11-17

Ice and Cold-Storage Plants

Ala., Livingston—McConnell & McLean contemplate establishing 5 ton, daily capacity ice plant. See Want Section—Machinery and Supplies.

La., New Orleans—Tulane Ice Co., Inc., reported, plans erecting 1-story, 96x85-ft. plant on Marlas St.; reinforced concrete frame, cement trim, concrete foundation, cement floors, composition roofing, iron and steel work, waterproofing drains and catch basins, etc.; receiving bids; following let under separate contract, electric wiring, insulation, cooling tower, cold storage and ice chute doors; Favrot & Livaudias, Archts., Hibernia Bank Bldg.

Mo., Fulton—Fulton Ice Co., incorporated; A. S. Johnston, Sidney Maestre, S. A. Mitchell.

Mo., Savannah—Savannah Ice and Fuel Co., incorporated; F. L. Goetz, 518 N. 25th St.; L. I. Schultz, both St. Joseph; W. L. Chamberlain, Savannah.

Tenn., Memphis—E. L. Harrison, Archt., Fidelity Bank Bldg., reported, completed plans for additional story over center section of Memphis Cold Storage Co.'s warehouse; standard construction, steel sash, asphalt floor, automatic sprinkler system and monitor skylights.

Tex., Beeville—Central Power and Light Co., Frost Natl. Bank Bldg., San Antonio, reported, plans plant addition, enlarging storage and increasing output to 35 tons ice daily; motorize entire plant.

Tex., Big Spring—Southern Ice & Utilities Co., Sapulpa, Okla., reported, plans building retail ice station cor. Ninth and Main Sts.

Tex., Brownsville—See Electric Light and Power.

Tex., Dallas—Quality Ice Co., 1817 Leonard St., has permit for plant addition.

Tex., Fort Worth—Southland Ice Co., 3601 Hemphill St., has permit for \$15,000 brick and steel factory building.

Tex., Houston—South End Ice Co., 902 Hogan St., reported, let contract to T. B. Hubbard Construction Co., 1507 Shepherd St., for erection 1-story, reinforced concrete plant; cost about \$12,500.

Iron and Steel Plants

Mo., Joplin—Rogers Iron Works Co., incorporated; C. B. Rogers, Ellis Rogers, L. T. LeBow, 201 N. Byers St.

Okla., Oklahoma City—Sheffield Steel Co., W. L. Allen, Pres., Kansas City, Mo., reported, purchased site for proposed plant, and contract for first unit under consideration. 10-20

Land Development

Ark., Dermott—Delta Pecan Co., capital \$50,000, incorporated; W. T. Willum, William Kaad.

Ark., Harrison—Independent Order of Odd Fellows, A. L. Justin, Retiring Grand Master, 1012 W. Sixth St., reported, develop 1400 acre pleasure resort; will expend about \$100,000 for buildings, athletic fields, roads, bridges, and dams; establish community centre; 100 acre lake to be created by dam across Marble Creek; golf course, tennis courts, etc.; work will be financed by Ozark Development Co., Lawrence, Kans. 3-31

D. C., Washington—See Miscellaneous Enterprises.

Fla., Indian Town—Land Company of Florida, reported, develop 300 acres for agricultural purposes.

Fla., Jacksonville—Kirkland Properties, Inc., incorporated; T. M. Kirkland, A. D. Apgar.

Fla., Jacksonville—Ribault Corp., L. H. Boggs, Barnett Bank Bldg., will develop 400-acre tract at Fort George Island, Duval Co., for construction of golf course, yacht basin and club house; cost \$150,000; O. P. Woodcock Co., Contr., Duval Bldg.; Treavor & Fatis, Archt., Palm Beach and New York; DeSausure & Busby, Construction Engr.; Maurice Fatis, Palm Beach. 6-2

Fla., Jacksonville—Miami Holding Co. in-

corporated; R. R. Milam, A. Y. Milam, both Florida Natl. Bank Bldg.

Fla., Lakeland—Polk County Holding Corp., incorporated; G. W. Mershon, 1715 S. Florida Ave.; W. S. Rodgers, 1139 Hollingsworth Dr.

Fla., Lakeland—Florida Resources, Inc., incorporated; Joseph H. Chamberlain, C. B. Hutchins, 1501 Bank St.

Fla., Miami—Dallas Holding Company, incorporated; H. D. Williams, Miami Bank and Trust Bldg.; E. B. Katz.

Fla., Miami—Thomas S. Davenport Co., incorporated; T. S. Davenport, 409 N. E. 34th St.; V. M. Davenport.

Fla., Orlando—Orlando Fruit and Produce Co., incorporated; J. R. Hudson, O. D. Holland.

Fla., Pensacola—Bayou Chice Land Co., incorporated; J. A. Merritt, R. H. Turner, A. C. Blount.

Fla., Pensacola—Wills Jaynes, Capt. William Yakum, reported, acquired tract of land in Santa Rosa County; will develop for culture of grapes.

Fla., Sebring—Durkin-Ward-Naylor & Updike, Inc., chartered; W. F. Ward, A. R. Updike.

Fla., Tampa—Chicago-Tampa Development Co., Arnold S. Kirkeby, Pres., 200 W. Shore Drive, and 105 S. La Salle St., Chicago, Ill., reported, acquired 1400 acres on Memorial Highway; will develop for unit of subdivision.

Fla., Tampa—J. B. Royall, State Game Commr., reported, will develop 9000-acre tract for game farm.

Fla., Wauchula—Carlton National Corp., capital \$25,000, incorporated; C. J. Carlton, C. S. Carlton.

Fla., West Palm Beach—Fruit Vegetable Co., incorporated; M. J. Washow, M. Rosenwald.

Ga., Atlanta—Charles M. Ford of Park Committee, reported, interested in establishing 370-acre park with golf courses, swimming pools, football fields, baseball diamonds and tennis courts on Perkerson estate.

Ga., Atlanta—John B. Royer, of B. M. Grant Co., 35 N. Forsyth St., reported, acquired half interest in suburban residential development; tract located at North Side Drive and Wesley Ave., about 100 acres, will develop.

Ga., Hawkinsville—Judge John S. Candler, Atlanta, reported, acquired 2500 acres on Dixie Highway.

Ga., St. Simons Island—Sea Island Co., Charles Wright, Jr., Vice-Pres., offering \$1,000,000 first mortgage and collateral trust 5½% gold bonds, Series "A" secured by bonds and listed stocks through Guardian Detroit Co., Inc., and Ames Emerich & Co., both New York. Company organized for purpose of acquiring and developing substantial portion of St. Simons Island and all of Glynn Island, both on Atlantic Coast, opposite and connected by highways to Brunswick, Ga.; properties being developed for all-year residential, recreation and resort purposes.

Ky., Lexington—Morton Realty Co., incorporated; J. S. Morton, 135 N. Lime St., Opal Morton.

La., Baton Rouge—Kildare Realty Co., Inc., capital \$10,000, chartered; Marie J. Fabacher, Helen F. Potts, Christina F. Bahlinger.

La., Crowley—City, P. S. Pugh, Jr., Mayor, and Chrm. of Green Committee, reported, interested in development of golf course; plans by L. E. White, Lafayette.

La., Crowley—L. S. Cornett, reported, acquired 325 acres; will develop.

La., Grand Isle—Alfred D. Danziger, reported, acquired large area, will develop for subdivision.

La., New Orleans—Matthews-Pelton, Inc., will develop subdivision on Jefferson Highway.

La., New Orleans—Southlands, Inc., capital \$10,000, incorporated; John A. Maught, 7 Audubon Blvd.; Allan B. Crowder, 310 New Orleans Bank Bldg.; Warren S. Goodspeed, 310 New Orleans Bank Bldg.

La., New Orleans—Lavigne Realty Co., Ltd., capital \$75,000, incorporated; May T. Lavigne, 1316 Jefferson Ave.; Mrs. M. C. Whiteman, 1033 Audubon.

La., New Orleans—Harry Goldstein, Inc., incorporated; Harry Goldstein, 3521 Camp St.; Bessie Rabinowitz, 2307 Octavia; Leah Goldstein, 3521 Camp St.

La., New Orleans—Interstate Building Corp., Inc., capital \$25,000, incorporated; L. W. Bergeron, 6945 Pontalba St., Arabi; Wm. Brewer, 1021 Pine St., New Orleans; H. H. Cowl, 906 Gravier St., New Orleans.

La., New Orleans—Liberty Realty Corp., Inc., incorporated; R. A. Thomas, 833 How-

ard Ave.; Geo. S. Graham, 336 Camp St.; Wm. H. Stover, 336 Camp St.

Miss., Senatobia—Grover C. Day, Coldwater, reported, acquired 2400 acres farm land.

Mo., Kansas City—J. Goldberg & Sons, Inc., incorporated; M. W. Borders, Jr., 615 Commerce Bldg.; J. Goldberg, Sr.

Mo., Kansas City—High Blue Land Co., capital \$12,000, incorporated; John M. Cleary, Raymond G. Barnett, both 1118 Scarritt Bldg.

Mo., Nevada—Fernbrook Hatcheries Incorporated; Harry H. German, Jean B. German, B. H. Hart.

Mo., St. Louis—C. H. Bayless, Inc., incorporated; C. H. Bayless, P. Coker, J. Wilson Ackert.

Mo., St. Louis—H. E. Billman, Inc., capital \$100,000, incorporated; H. E. Billman, Old Waison Rd.; J. W. McCollough, M. Brent Billman.

Mo., St. Louis—Ruth Russell Realty Co., incorporated; Teresa Schmidt, 6408 Maple St.; H. F. Krohne, Louis H. Schweteye, 2522 St. Louis St.

N. C., Asheville—Biltmore Midvale Corp., incorporated; Frank Carter, Law Bldg.; C. A. Moore, Douglas Carter.

N. C., Asheville—Biltmore Eastvale Corp., incorporated; Frank Carter, Law Bldg.; C. A. Moore, Douglas Carter.

N. C., Asheville—Biltmore Westvale Corp., incorporated; Frank Carter, Law Bldg.; C. A. Moore, Douglas Carter.

N. C., Asheville—Terminal Realty Co., incorporated; Frank Carter, Law Bldg.; C. A. Moore, Douglas Carter.

N. C., Charlotte—Park and Recreation Commission, Dr. John Hill Tucker, Chrm., will construct tennis courts near Wilmore Drive.

Okla., Oklahoma City—Twenty-third Street Development Co., capital \$10,000, incorporated; Keene C. Burwell, First Natl. Bank Bldg.; H. R. Hudson, 1801 N. Hudson St.

Okla., Oklahoma City—City, E. M. Fry, Mgr., will vote on \$255,000 bonds for park purposes in Dale Addition. See Financial News—Bond Issues Proposed.

Okla., Tulsa—City, reported, votes Dec. 6 on \$500,000 bond issue for improvement of Woodward Park on S. Peoria Ave., Turner Park on east side, Reid Park, Central Park, West Tulsa Park and Howard Park, and completion of golf course at Mohawk Park. See Financial News—Bond Issues Proposed.

S. C., Columbia—Herron Holding Co., incorporated; Eugene M. Schmitzler, H. L. Erekman.

S. C., Columbia—Devon Realty Co. incorporated; T. A. Honour, C. C. Honour.

S. C., Sheldon—Oak Grove Plantation, Inc., incorporated; William W. Miller, John C. Bauser, William R. Seinsbury.

Tenn., Knoxville—Holston Hills Country Club, Floyd E. Haun, reported, interested in establishing golf course on Whittle Springs Country Club property.

Tex., Brownsville—Delta Development Co., E. C. Couch, Weslaco, reported, will develop town of Los Fresnos at point where Barrada-Point Isabel and Brownsville-Pareda line roads intersect; contemplates installation of water works system; state bank to be established and building erected.

Tex., Dallas—Ballard Burgher & Co., Republic Bank Bldg., will develop residential subdivision on Preston Road.

Tex., Galveston—Kiwanis Club, I. H. Tartt, reported, interested in establishing children's playground park in west end section of city.

Tex., Galveston—The Cedar Lawn Co., W. L. Moody, 3rd, Pres., City Natl. Bank Bldg., will develop 20 acres for homesite construction to begin Dec. 1 on curbing, sidewalks, and paving; expend \$30,000.

Tex., Harlingen—Charles H. Baxter, Medical Arts Bldg., San Antonio, reported, acquired 84 acre tract; will develop entire tract in citrus.

Tex., Houston—H. C. Cockburn, 609 W. Gray St., has acquired 540 acres of land in James Jefferies survey.

Tex., Houston—Usener-Gray Realty Co., 701-702 Scanlan Bldg., incorporated; Dr. J. S. Usener, C. H. Gray.

Tex., Houston—Sunset Court Realty Co., capital \$12,000, incorporated; J. H. Hafferty, W. University Pl., E. T. Atkins, 1615 Jefferson St.

Tex., Laredo—John Armengol, reported, will increase his citrus fruit orchard from 180 acres to 255 acres.

Tex., Texas City—E. L. Noble, Mayor, reported, interested in developing large tract for oranges and citrus fruit orchard.

Tex., Tulla—City Commrs. have improvement program for park; will include trees, shrubbery, water connections, sidewalks, special lighting, etc.

Va., Bristol—Model Land Corp., capital \$20,000, incorporated; W. D. Fuller, Norton; H. L. Fuller, E. S. Fletcher, both Bristol.

Va., Clifton Forge—Douthat Land Co., Inc., capital \$500,000, chartered; A. C. Ford, W. Kent Ford, A. G. Grimsley.

Va., Hopewell—L. E. Briggs Corp., capital \$50,000, incorporated; L. E. Briggs, A. G. Briggs.

Va., Norfolk—Simplex Realty Corp., capital \$50,000, incorporated; Henry Lukane, L. F. Vogel.

Va., Petersburg—Crater Battlefield Assn., expending \$75,000 for developing 135 acres for golf course; let contract to Universal Motor Co., Implement Dept., 1012 W. Broad St., Richmond, for machinery; also erect club house and museum; Fred Findlay, 2800 Third Ave., Archt., Richmond. 11-17

Va., Richmond—Virginia Development Corp., capital \$50,000, incorporated; George W. Wright, W. L. Smith, both of Richmond; Fred G. Allen, Stuart Ridge.

Va., Richmond—Halifax Realty Co., capital \$15,000, incorporated; Bayliss Eps, F. E. Knight, Thurman S. Fleming, 3301 Stuart Ave.

Va., Warrenton—Blue and Gray Realty and Live Stock Co., capital \$25,000, incorporated; Samuels Willets, Roslyn, N. Y.; A. R. Colvin, W. H. Robertson, both of Warrenton.

W. Va., Wheeling—Park Commission, Otto Schenk, reported, will improve municipal park; construct new automobile entrance, convert building into modern public rest room and first aid station, construction of 2 tennis courts and fountain.

Lumber Enterprises

Fla., Tampa—Latin-American Lumber Co., capital \$10,000, incorporated; H. L. Hitchcock, N. L. Hitchcock.

La., Clayton—Holloway Saw Mill Co., Inc., capital \$200,000, chartered; G. H. Holloway, A. H. Kelly, both Clayton; E. V. French, 17 Crescent Rd., Boston, Mass.

Miss., Columbus—Hogan Lumber Co. increased capital, \$3000 to \$15,000.

S. C., Orangeburg—Harper Lumber Co., incorporated; W. T. Harper, C. E. Harper.

Mining

Ark., Black Rock—Lutesville Sand & Gravel Co. of Illinois and Missouri, H. H. Humphreys, V.-Pres., Chicago, Ill., reported, contemplates \$75,000 gravel plant; build and equip plant, lay spur tracks, etc.

Georgia—Godfrey Marble and Tile Co., Inc., H. M. Godfrey, Ashby St., Atlanta, Ga., reported, leased about 3000 acres limestone deposits in Randolph County; will develop; has plans for laying 3 miles railroad to reach deposits; for present all finishing will be done at Atlanta plant; breakage and waste from quarry operations will be converted into lime for agricultural and building purposes; deposits of iron ore, bauxite and ochre also found in acreage.

Ga., Perry—Dixie Products Co., Columbus, under local name of Georgia Lime Rock Co., reported, establish plant to quarry and crush lime rock for building purposes; acquired 300 acres in Houston County; initial output about 40 cars daily; to be in operation within next two months; work of clearing ground under way; machinery on ground.

Missouri—Missouri-Kansas Zinc Corp., 25 Broad St., Suite 823, New York City, reported, plans to sell privately an additional 10,000 shares of capital stock, proceeds of which will be used to finance the construction of tailings mill and flotation plant. Missouri-Kansas Zinc Corp., L. M. Gross, 74 Trinity Place, New York City, advises: "Details of construction and contracts for erection of new mills have not been worked out; tailings mill will probably be a remodeled mill already located on property, but there will be added various shaking screens, rolls, grinding equipment, classifiers, etc., contemplate the capacity will eventually be about 2000 tons of rock daily; a flotation plant will be erected in conjunction with present Butte mill, capacity of 150 or 200 tons of float daily; both mills will be located at Waco, Mo.; E. Y. Ellis in charge of operation.

N. C., Kinston—Chamber of Commerce, reported, interested in proposed development of limestone deposits.

Va., Gloucester—Roaring Spring Marl Lime Co., Inc., reported, contemplates installing additional equipment, including boiler, dump cars, track, etc.

Miscellaneous Construction

Ala., Selma—Wharf, etc.—City Council, E. P. Russell, Chmn., interested in construction river terminals, including wharf and warehouse; cost about \$40,000 to \$50,000. 7-7

D. C., Washington—David Lynn, Archt. of the Capitol, reported, will submit to Congress the plans received from William E. Parsons, Landscape Specialist, who has been working for several years on plans covering the development of all the area surrounding the Capitol, including the new location for the Botanical Garden, showing principal architectural terracing and engineering work in large square between B and C Sts., Delaware and New Jersey Aves.

Fla., Bradenton—City let contract at \$45,588 to Frost Construction Co., 607 Marion St., Tampa, for municipal building, City Pier; 2 stories; waiting rooms, freight warehouse and Chamber of Commerce offices on first floor, auditorium on second. 10-27

Fla., Jacksonville—Yacht Basin—See Land Development.

Fla., Pensacola—Bulkhead—See Airport, Airplane Plants, etc.

Ky., Ashland—Incinerator—City voted \$60,000 bonds to construct incinerator; Chas. F. Weaver, Mayor. See Financial News—Bond Issues Proposed. 11-4

La., New Orleans—Levee—Orleans Levee Board, Joseph Haspel, Pres., interested in proposed protection levees to be built along parish lines of Orleans and Jefferson Parish; concrete construction; probably begin work about Jan. 1, 1928; approximate cost \$2,000,000; Richard B. Kohnke, acting Ch. Engr.

Miss., Ocean Springs—Jackson County Road Protection Comm., F. H. Lewis, Chmn., Pascagoula, Miss., reported, receive bids Dec. 15 for second unit seawall, approximately 2 miles beach highway and seawall between Louisville and Nashville R. R. bridge and Halstead Rd.; plans call for convex type wall, 20-ft. concrete boulevard, 5-ft. concrete sidewalk, 10-ft. paved parking space, lighting standards, etc.; F. H. McGowan, Civil Engr., Pascagoula. 8-25 new oyster-opening machine.

Mo., St. Louis—Spirit of St. Louis Memorial Committee, Mrs. James A. McCabe, Chmn., plans constructing Col. Charles A. Lindbergh memorial in Forest Park; Mrs. Norma Windsor, 119 Arcade Bldg., committee headquarters.

S. C., Charleston—Port Utilities Comsn., No. 1 Vendue Range, J. H. Garety, Engr., construct wharf and fire wall on Cooper River; bids Nov. 28. See Want Section—Bids Asked.

Tenn., Nashville—Maj. John F. Conklin, Asst. Dist. Engr., reported, has authority to expend \$20,000 for work of riprapping east bank of Cumberland River opposite Lock No. 1.

Tex., Harlingen—Intracoastal Canal Assn. of Texas and Louisiana, C. S. Holland, Pres., Houston, reported, adopted resolution urging work on Intracoastal Canal between Mississippi river and Galveston to be begun on guarantee that rights of way will be conveyed free to government; appropriations have been obtained to complete project to Corpus Christi.

Tex., Houston—Arch—J. E. Evans, 411 W. Alabama St., Pres. Conopus Club, reported, interested in construction of proposed memorial arch at entrance Hermann Park.

Miscellaneous Enterprises

Ala., Anniston—Consolidated Publishing Co., H. M. Ayres, Pres., W. Eleventh St., let contract to Ogletree Construction Co., 26 W. Tenth St. for plant alterations; To Klepsig Plumbing and Heating Co., Eleventh St. for steam heating and plumbing work; Delta Electric Shop, Noble St., for electric work; L. H. McKibben, 2016 Christine Ave., Archt.; W. C. Griffin, Const. Engr., Rocky Hollow Road; address equipment proposals to H. M. Ayres, Pres. 11-17

Ala., Selma—Chamber of Commerce, reported, interested in proposed establishment of dehydrating plant.

Ala., Tuscaloosa—E-Z Opener Bag Co., Decatur, Ill., H. D. Warren, Sec., advises: "Plans are now being drawn for proposed paper mill and bag factory to be erected on Warrior River; no bids have yet been received."

Ark., Batesville—Chamber of Commerce, reported, interested in establishing milk plant for Independence County.

Ark., El Dorado—El Dorado Laundry Co., Geo. List, Pres., Pine Bluff, reported, plans installing modern dry cleaning plant; change name to El Dorado Laundry and Dry Cleaning Co.

Ark., Fort Smith—Tourist Equipment—W.

E. Hinson, 700 N. 19th St., reported, plans erecting 100x30-ft. factory building, Fifth St. between South D and E St.

D. C., Washington—Sub-Committee of National Park & Planning Comm., Col. U. S. Grant, 3d, Executive Officer, reported, considering plan for Fort Drive parkway project around the District and recreation center and playgrounds; sites not selected recreation centers.

D. C., Washington—Charles Schneider Baking Co., 415 I St. N. W., reported, has permit for alterations to building, 413 Eye St.; cost about \$15,000.

Fla., Clewiston—Immediate construction of a big sugar mill by the Celotex Company, reported, daily output of first unit about 1500 tons sugar; completed plant about 6000 tons; when acreage of sugar cane warrants, plant for manufacture of Celotex board, daily capacity of 700,000 to 800,000 ft. will be placed in operation. Company has approximately 100,000 acres in Palm Beach and Hendry Counties; probably increase by 500 acres; F. E. Bryant, Canal Point, Fla., Gen. Mgr.; B. G. Dahlberg, Pres., 645 N. Michigan Ave., Chicago, Ill. 11-17

Fla., Fort Lauderdale—Merchandise—Marshall-Harvard Co., incorporated; W. M. Marshall, Marshall Bldg.; L. S. Harvard.

Fla., Jacksonville—General Advertising—Sports Exhibition Co., incorporated; G. P. Munn, N. T. Frazer, P. W. Danforth.

Fla., Miami—E. N. Belcher Co., incorporated; J. A. Belcher, Mamie Belcher.

Fla., Miami—Road Building and Contractors' Equipment—General Equipment Machinery Co., Inc., Box 1454, I. E. Shilling, Pres.; J. B. Ober, Sec.; has taken over machinery department of I. E. Shilling Co., main offices at 125 N. E. Sixth St., warehouse and service department, 116 N. E. Sixth St., F. L. Anderson in charge of service; plans are under way to establish sales and service branch also at Jacksonville.

Fla., Ocala—Southland Creamery Co., reported, erect 62x62-ft. poultry and cold storage plant; James J. Taylor, Builder.

Fla., Orlando—W. A. Hannah, Pres., National Rabbit Federation of America, Los Angeles, Cal., reported, plans to promote development of commercial rabbit industry in Central Florida.

Fla., Panama City—Oxo Holding Corp., D. T. Haile, Acting Pres., Ferdinand Ave., Coral Gables, reported, plans establishing caustic soda plant; soon begin construction, cost about \$500,000; \$100,000 to be furnished by City of Panama City and balance by Oxo Holding Corp.; also manufacture by-products.

Fla., Sebring—Drugs—General Research Laboratories, Inc., chartered; E. L. Hainz, T. P. Rogers, I. B. Taylor.

Fla., Tallahassee—Robert Armstrong, Flossmore, Ill., reported, plans establishing factory for curing and ginning of Spanish moss.

Fla., Tampa—Dixie Electric Co., Inc., incorporated; F. H. Brizzi, A. C. Brizzi.

Ga., Atlanta—Courts & Co., Hurt Bldg., Atlanta, Ga., offering \$500,000 7% cumulative convertible preferred stock, par value \$100, for Southern Spring Bed Co., 350 E. Hunter St.; proceeds of issue will be used to retire company's outstanding first mortgage bonds and preferred stock, amounting to \$422,600, and to increase working capital. Company manufactures beds, springs and mattresses; Robert W. Schwab, Pres.; Jack Penpenheimer, Sec.; company was formed in 1883, with about \$20,000 capital, and was purchased by the interests who now own and control company; in 1920 the Greenpoint Metallic Bed Co. of Georgia was acquired through purchase.

Ga., Atlanta—Massell Realty Co., 43½ Peachtree St., reported, erect building cor. Stevens and Humphries Sts.; 1-story and basement, 50x135 ft., wood joist, brick walls, built-up roof, steel sash, cost about \$30,000; to be occupied by Loose-Wiles Biscuit Co.; E. C. Seiz, Archt., 15 Poplar St.

Ga., Cochran—M. E. Cochran, reported, acquired Blue Ribbon Bakery, operated by Cochran Bros. Co.

Ga., Savannah—Building Supplies—E. W. Rosenthal & Son, Inc., capital \$10,000, chartered; E. W. Rosenthal, 2511 Price St.; A. J. Rosenthal, 2110 Lincoln St.

Ga., Valdosta—U. S. Government, reported, plans establishing fish hatchery at Grassy Lake, 225 acres; Henry O'Mally, U. S. Fish Commr. 11-3

Ga., Waynesboro—Neely Bonded Warehouse, capital \$50,000, incorporated; E. C. Neely, A. W. Neely, Mrs. Lillian W. Neely.

Ky., Ashland—Dutch Maid Corp. of Huntington, W. Va., reported, merged with Tri-

State Laundry of Ashland, Ky., T. S. Stamps, Pres.; all equipment will be installed in Ashland plant.

Ky., Louisville—Weber Pharmacy incorporated; William E. Weber, 1810 Bardstown Rd.; Ida Weber, Hannah G. Weber.

Ky., Louisville—American Barge Line Co., Inc., formed by merger of Inland Waterways Co., 316 N. Jefferson St., Louisville, and Kelly Barge Line Co. of Charleston, W. Va., reported, representing investment of about \$1,500,000, has fleet of 5 tow boats and 50 barges.

Ky., Marion—Orme Drug Co., capital \$10,000, incorporated; James H. Orme, George R. Orme, F. B. Nunn.

Ky., Munfordville—State Highway Comsn., E. N. Todd, Engr., Frankfort, Ky., reported, plans establishing free ferry over Green River in Hart County.

La., Bastrop—Parker & Calhoun have contract for newspaper plant on S. Washington St.; 1 story, brick; C. G. Scott, Owner.

La., Donaldson—Donaldson Creamery, Charest Thibaut, Pres., let contract to Anthony Milano to remodel creamery building; 60x30 ft.; installed equipment furnished by Meyer & Blanke, Birmingham, Ala.; Bessire & Co., Inc., 287 S. Front St., Memphis, Tenn.

La., Glenmora—Town Council, reported, plans purchasing electric siren fire alarm.

La., Houma—Louisiana Syrup and Packing Co., Inc., capital \$10,000, chartered; A. M. Cotton, Morgan City; A. P. Cantrelle, Houma.

La., New Orleans—Storage, etc.—Jefferson Co., Inc., capital \$25,000, chartered; Jas. H. Legendre, Baronne and Gravier St.; J. C. Lyons, 826 Perdido St.

La., New Orleans—P. and K. Leather Co., Inc., capital \$20,000, chartered; M. B. Kirkeby, Monteleone Hotel; Preston Perilloux, 2111 N. Miro St.

La., New Orleans—Nocolla Apartments, Inc., capital \$100,000, chartered; A. T. Hallock, A. H. Browns, Robt. L. Hallock.

La., New Orleans—Bags—J. V. and R. T. Burkes, New Orleans Bank Bldg., have contract for erection building at S. Front and Thalia St. for the Douglas Public Service Corp., Jay Weil, Vice-Pres., 118 N. Front St.; to be occupied by Werthen Bag Co., 1200 Clinton St., Nashville, Tenn. 11-17

La., New Orleans—Galveston Bagging Co., Inc., capital \$75,000, chartered; Morris E. Burke, I. Ernest Burke, John Garrison, 1419 24th St., all Galveston.

La., Shreveport—Venus Amusement Co., Inc., capital \$30,000, chartered; Chas. Morel, J. M. Quin, 1400 Sycamore St.; D. N. Whatley.

La., Shreveport—Dixie Creameries, Inc., C. Ford, Pres., 2419 Southern St., reported, purchased plant of Star Creamery.

La., Vacheria—Agricultural Products, etc.—St. James Corp., Inc., capital \$100,000; chartered; H. G. Price, L. L. Dubourg, L. C. Guidry, all 1022 Canal-Com. Bldg.

La., Westwego—Westwego Molasses Co., Inc., capital \$50,000, chartered; Robt. H. Nanz, 723 Exposition Blvd.; H. G. Deott, 7110 Sycamore St.

Md., Baltimore—Paints, etc.—The White Co., E. A. Couston, Gen. Mgr., Loney Lane and Biddle St., will erect 3-story addition, 100x65 ft., install new machinery; construction to begin after first of year.

Md., Baltimore—Crown Cork and Seal Co., corner Eastern Ave. and Twelfth St., let contract for alterations to 1-story brick building to C. W. Schmidt, Hearst Tower Bldg.; cost about \$15,000; L. R. White, Jr., Archt., Hearst Tower Bldg.

Md., Baltimore—Walbrook Laundry Co., Willard E. Van Deusen, Pres., 2421 Harlem Ave., acquired property at 1911-1913 N. Duke-lane St., installing machinery for laundry plant.

Md., Baltimore—Specialties Corp. of Maryland, Jos. Cresta, Pres., 4306 Eastern Ave., will have on market in 3 or 4 weeks' time new oyster-opening machine.

Md., Baltimore—Dillon, Read & Co., 28 Nassau St., and Kissell, Kinnicutt & Co., 14 Wall St., both New York City, are offering first mortgage 5½% sinking fund gold bonds, Series A, present issue \$16,000,000, for General Cable Corp., a New Jersey corporation, formerly Safety Cable Co.; has acquired the entire business and assets and has assumed certain liabilities of Rome Wire Co., Standard Underground Cable Co. and Dudlo Mfg. Corp. These four constituent companies, manufacturers of copper wire and related products largely used in electric industry, rank among the oldest and most prominent manufacturers of their several lines of products in the United States; General Cable Corp. also acquired sheet mill and rod and wire mill at

Baltimore with appurtenant assets, formerly owned by Baltimore Copper Smelting and Rolling Co., and has assumed certain liabilities in connection therewith. The Series A bonds, together with \$15,000,000 par value of 7% cumulative preferred stock, 400,000 shares of convertible Class A stock without par value and 440,000 shares common stock without par value, have been issued by General Cables Corp. in connection with acquisition of assets as above outlined and readjustment of capital structure. 10-27

Md., Baltimore—Consolidated Electrical Appliance Co. (Delaware Corp.) Pratt and Concord St., capital \$200,000, incorporated; Joyce H. Boeye, Pres.; Rodman I. Gilbert, Sec., 1008 N. Fulton Ave.

Md., Catonsville—Maryland State Nursery Co., Laurel, reported, acquired 4 acres land east side Ingleside Ave. to be used as branch plant.

Md., Chevy Chase (Br. of Washington, D. C.)—Chevy Chase Dairy Co. let contract to R. J. O'Neill, 1211 Connecticut Ave. N. W., Washington, for erection boiler room, garage and stable; 2-story, brick, cost about \$100,000; McCormick Co., Inc., Archt., 121 S. Negley St., Pittsburgh, Pa.

Md., Cumberland—Clothing—Hersch's New System, Inc., capital \$10,000, chartered; Jacob D. Hornstein, 29 Hopkins Pl., Baltimore, Md.; Harold M. Hersch, Harry K. Cline, both Cumberland.

Md., Cumberland—Desk Accessories, etc.—Hel-O-Pad Co., capital \$15,000, incorporated; John J. Streett, R. Green Annan, Geo. Henderson.

Miss., Billups, mail Artesia—A. H. Barber & Co., 216 N. Canal St., Chicago, Ill., reported, plans establishing cheese plant at Billups and will be first of series of plants to be located in Columbus territory and will be contributory to central plant in Columbus. 11-3

Miss., Columbus—A. H. Barber & Co., 216 N. Canal St., Chicago, Ill., reported, plan erecting cheese plant, construction to begin not later than Dec. 15; will probably select site south side of M and O tracks; building will be first unit of 4 unit plant, 1-story, 125x87-ft., equipped to handle 40,000 to 50,000 lbs. milk daily; L. T. Wells, charge of plant. 11-3

Miss., Greenville—Two States Ferry Co., capital \$75,000, incorporated; Wm. S. Lyon, J. Franklin Haney, Harry Thompson.

Miss., Indianola—W. R. Early, Pres., Sunflower Bank, Leslie Fletcher, Pres. Bank of Indianola, and associates interested in establishment cheese factory to be known as Delta Mill Products Co.

Mo., Gilman—Carl Castor, Winston, Mo., reported, acquired the Gilman Guide; will publish.

Mo., Jefferson City—Merchandise—Pohlmann Manufacturing Co., capital \$20,000, incorporated; R. A. Pohlmann, E. M. Pohlmann.

Mo., Kansas City—Merchandise—Metropolitan Garment Co., incorporated; J. W. Steele, W. F. Dawson, Chas. H. Lyon, 3518 Harrison St.

Mo., Springfield—Ozark Shoe Manufacturing Co., Webb City, reported, considering moving plant from Webb City.

Mo., St. Joseph—Disinfectant—Hillyard Chemical Co., N. S. Hillyard, Pres., Ninth and Patee St., reported, let contract to Batsell & Myers Construction Co., 601 N. Fourth St., at \$15,000 to remodel the old Faucett Mill property, recently purchased; electric lighting, American Electric Co., Fourth and Francis Sts.; steel work, St. Joseph Steel Co., Eighth and Atchison St.; roofing and tin work, Seaman and Sohnski Metal Co., Thirteenth and Fred Ave.; reinforcing iron and steel sash, Mannan & Smith Co., 1226 S. Sixth St.; heating, plumbing and elevator installed under separate contract; Eugene R. Mierer, Archt., Lincoln Bldg.; A. F. George, Const. Engr., 1023 N. Third St. 9-27

Mo., St. Louis—Peckhams Cleaning Co., Albert E. Glauber, Sec., 4455 Olive St., increased capital, \$10,000 to \$30,000.

Mo., St. Louis—Missouri Stables, Inc., capital \$60,000, chartered; Elmer L. Musick, 6310 Waterman St., P. Wm. Bray, W. Rufus Jackson; maintain and operate indoor track, etc.

Mo., St. Louis—D. Keiner Moving, Storage & Warehouse Co., 1211 N. Vandeventer St., incorporated; David Keiner, R. A. Walker, Jos. P. Hennessey.

Mo., St. Louis—Interstate Hotels, Inc., capital \$10,000, chartered; Peter Anderson, Arcade Bldg., Herbert F. Hahn, Boatmen's Bank Bldg., Geo. S. Packman.

Mo., St. Louis—New York Quinine and Chemical Works, 304 S. Fourth St., reported, plans building plant addition on adjacent

lot with 34-ft. frontage; work to begin first of next year.

Mo., St. Louis—National Outdoor Advertising Co., 2218 Washington Bldg., capital \$12,000, incorporated; John W. Crawford, 2109 Walnut St.; Harold L. Hill, Peter Croumme, 4551 Clarence St.

Mo., St. Louis—Wolff-Tober Shoe Co., A. Tober, Pres., 2511 Sullivan Ave., receiving bids for erection 2-story and basement, 102x54-ft. factory building, Twenty-fifth and Sullivan Sts.; brick and reinforced concrete, steel sash, skylights, plumbing, sprinkler system, etc.; cost about \$50,000; D. R. Harrison, Archt., 1106 Ambassador Bldg.

Mo., St. Louis—American Soda Co., 2812 Accomac St., reported, let contract to H. F. Gassler, 2351 Michigan Ave., for erection 2-story and part basement factory, 50x150 ft., brick, concrete foundation, tar and gravel roof; Ed Reineke, Archt., 3667 Kingshighway Pk.

N. C., Asheville—Arthur Ross and W. J. Armfield, Jr., reported, acquired formula, copyright, etc., for manufacture of Brame's Vapo-mentha salve; erect plant on Salisbury St.; 50x125 ft., brick; construction under way.

N. C., Burlington—Hardin Industrial Cities Corp., capital \$2,000,000, chartered under laws of Delaware; Junius H. Hardin, Pres., purpose of corporation will be to secure industrial development in communities.

N. C., Charlotte—Mercantile—National Chemistry Co., Inc., capital \$25,000, chartered; A. M. Whelpey, Whit L. Brown, H. G. Horne.

N. C., Charlotte—Charlotte Blue Ribbon Bakery Co., capital \$25,000, incorporated; Dr. J. M. Harmon, Floyd, Va.; Noah P. Wimmer, Copperhill, Va.; J. E. Wimmer, Charlotte.

N. C., Durham—Duke Construction Co., incorporated; R. L. Foster, W. P. Few, Duke University; S. W. Myatt.

N. C., Kinston—Kinston News Leader, J. B. Dawson, Owner, W. Gordon St., let contract to Mergenthaler Linotype Co., 29 Ryerson St., Brooklyn, N. Y., for equipment. 11-17

N. C., Salisbury—Mercantile—Rustin-Johnson Co., capital \$50,000, incorporated; S. B. Rustin, 102 E. 48th St., Savannah, Ga.; H. F. Johnson, 409 W. Fifth St., Gastonia; C. M. Epting, Salisbury.

N. C., Warsaw—Warsaw Construction Co., capital \$100,000, incorporated; W. J. Middleton, R. W. Blackmore, R. D. Johnson.

N. C., Winston-Salem—Oliver J. Anderson & Co., Ambassador Bldg., St. Louis, Mo., offering \$150,000 first mortgage 6% serial gold bonds for Winston-Salem Journal Co., Owen Moon, Pres.; proceeds will be used to repay bank and other loans incurred in construction new building. 8-26-26

Okla., Ada—Smith Plumbing and Construction Co., capital \$10,000, chartered; W. S. Smith, M. L. Chilcutt, M. R. Chilcutt.

Okla., Chickasha—Stiles Funeral Home Co., capital \$25,000, incorporated; G. A. Stiles, M. S. Stiles, W. P. Schmidt.

Okla., Enid—DeCoursey Creamery Co., 644 Northrup Ave., Kansas City, and Wichita, Kan., reported, plans establishing branch plant.

Tenn., Chattanooga—Vanitas Co., Inc., E. Eighth St., capital \$30,000, chartered; W. D. VanDyke, Geo. T. Walker, T. N. VanDyke, 835 Oak St.; manufacture hosiery needles.

Tenn., Dyersburg—American Cigar Co., 111 Fifth Ave., New York, reported, plans enlarging plant, increasing capacity.

Tenn., Johnson City—City Comsn., reported, plans purchasing additional fire fighting equipment.

Tenn., McKenzie—Sam T. Sparks, J. A. Haley and associates interested in establishing creamery.

Tenn., Memphis—Memphis Steam Laundry, Jefferson Ave. and Edgewood St., reported, will erect laundry bundle room; E. L. Harrison, Archt., Fidelity Bank Bldg.

Tenn., Memphis—Shelby Electric Co., 392 S. Main St., reported, plans erecting \$40,000 manufacturing and warehouse building cor. Iowa Ave. and Michigan St., manufacturers electrical switchboards; are also agents General Electric Co.; E. L. Harrison, Archt., Fidelity Bank Bldg.

Tenn., Sweetwater—Carnation Milk Products Co., Walter Page, Pres., Osceola, Wis., reported, plans establishing milk plant.

Tex., Alvin—Magnolia Fig Products Co., T. C. Edwards, Pres., reported, plans manufacture of candies, confections, etc., in connection with fig products; erecting new plant. 11-10

Tex., Brownsville—Hicks Rubber Co., Inc.,

incorporated; J. T. Pipkin, Mrs. J. T. Pipkin, Marie Stevens.

Tex., Coleman—Chamber of Commerce, reported, interested in establishing creamery and ice cream factory.

Tex., Coleman—City contemplates installing additional fire fighting equipment. Address City Clerk. See Financial News—Bond Issues Proposed.

Tex., Corpus Christi—Southern Bottling Co., 1406 Lipan St., let contract to E. Madero for \$70,000 plant, 50x140-ft., install \$30,000 equipment; daily output 2,000 cases soft drinks. 11-10

Tex., Corpus Christi—South Texas Candy Co., capital \$20,000, incorporated; P. G. Werner, Jr., S. G. Gottlich.

Tex., Dallas—Dallas Funeral Home, capital \$12,500, incorporated; Burton Shannon, Geo. G. Campbell, A. N. Rodgers, 5603 Swiss St.

Tex., Dallas—Drugs and Cigars—Skillern & Sons, Inc., increased capital \$90,000 to \$200,000.

Tex., Dallas—The fifty-one Piggly Wiggly stores of Dallas, reported, transferred to Bird Grocery Stores, Inc., Arthur S. Bird, Pres., involves property exceeding \$2,000,000 in value; company also operates 29 stores in Omaha and 20 stores in Lincoln, Neb.; number in Western Missouri and Eastern Kansas: 22 in Little Rock, Ark., and 26 in Fort Worth, Tex.

Tex., El Paso—Zork Hardware Co., capital \$250,000, incorporated; Luis Zork, A. Schwartz, 1501 N. Mesa Ave.; P. C. March, 1411 Yandell Blvd.

Tex., Fort Worth—Logan Map Co., incorporated; R. V. Logan, W. M. Zingery, W. T. Logan.

Tex., Houston—Galvanizing and Plating Co. of Texas, 3205 Ingleside St. and Navigation Blvd., let contract to Robert Reynolds, 1017 E. 25th St., for 50x96-ft. plant, wood, cement floor; install 24-ft. 42-in.x42-in. galvanizing kettle, made by Durable Products Co., Packard Bldg., Philadelphia, Pa. 11-10

Tex., Houston—M. C. Parker & Co., 1919 Magnolia St., reported, received contract at \$21,006 to erect fire department training tower.

Tex., Houston—Sampson Machinery & Supply Co., 23 Charters St., reported, acquired 200x50-ft. site on St. Emanuel St. for industrial site.

Tex., Lufkin—McMullen & Walker Drug Co., capital \$15,000, incorporated; A. M. Walker, M. M. McMullen, L. H. Dunman.

Tex., Lufkin—Glenn Undertaking Co., capital \$12,000, incorporated; W. M. Glenn, C. N. Humason, M. T. Gibson.

Tex., Raymondville—Willacy County News, capital \$20,000, incorporated; J. J. Gilham, Isadore Moritz, Julia Moritz.

Tex., Rusk—J. S. Ramsour will rebuild burned cafe and bakery building, S. First St., 1-story, 80x40 ft., brick, concrete floor, metal roof; cost about \$8000; Ben Pryor, contract for plumbing; install \$10,000 equipment; address proposals to W. P. Singletary, Rusk. 11-17

Tex., San Antonio—Standard Printing Co., 206 Navarro St., reported, plans erecting addition; 2-story, 32x61-ft., reinforced concrete and hollow tile; James Wahremberger, Archt., 817 Garden St.

Tex., Waco—Southern Publishing Co., publishers of Waco News-Tribune, acquired the Waco Times-Herald, now operated under new management. 11-10

Tex., Wichita Falls—McAbee Building Co., capital \$30,000, incorporated; W. H. McAbee, 1704 Taylor St.; Walter McAbee, 2100 Grant St.; Will McKenzie.

Tex., Wichita Falls—Crouch Neckwear Co., W. H. Crouch, Pres., 726 Denver St., San Antonio, reported, plans establishing branch factory to serve northwest Texas and Oklahoma.

Tex., Yorktown—Laney Creamery Co., 104 E. Josephine St., San Antonio, reported, plans operating creamery plant, building owned by Wm. Westhoff.

Va., Danville—Dibrell Brothers, Inc., 512 Bridge St., reported, purchased tobacco plant on Craghead St.

Va., Norfolk—Beerman Optical Parlor, Inc., capital \$10,000, chartered; H. G. Beerman, 204 E. Plume St., Celia Beerman.

Va., Richmond—Globe Tailors and Clothiers, 2 W. Broad St., increased capital, \$5000 to \$20,000.

Va., Roanoke—Graybar Electric Co., Geo. E. Cullinan, Vice-Pres., 100 E. 42d St., New York, reported, plans establishing office and warehouse at Salem Ave. and Sixth St.

Va., Roanoke—Hitchings Co., Elizabeth, N. J., reported, has contract for erection

greenhouse plant on Williamson Rd. for Frank Fallon, use exclusively for growing roses.

Va.-Tenn., Bristol—Kraft Cheese Co., 4402 Rush St., Chicago, Ill., reported, establish plant, probably merge with the Darter Butter Co., O. L. Darter to be Gen. Mgr. in Bristol. 10-6

W. Va., Clarksburg—Tannery—William F. Mosser Co., subsidiary of Armour Leather Co., Williamsport, Pa., reported, plans installing \$20,000 plant for reclaiming the run-away extract at tannery to purify Cherry River; T. J. Powers, Ch. Engr. of Armour Leather Co., making plans for installation.

W. Va., Huntington—Overalls—The Maryland Co., Lexington Bldg., Baltimore, Md., M. Schneider, Gen. Mgr., reported, plans installing about 40 new machines in plant at Twenty-third and Adams Ave. 2-3

W. Va., Moundsville—Fostoria Glass Co., C. B. Roe, Sec., reported, plans erecting \$100,000 plant addition; probably employ 300 more persons.

Motor Bus Lines and Terminals

Fla., Daytona Beach—Daytona Beach Motor Lines applied for franchise to operate transportation system; City Comsn. will hold bus franchise election Dec. 6. 7-28

Fla., West Palm Beach—Palm Beach Bus Co., reported, for franchise to operate bus line; L. Trevette Lockwood, City Mgr.

Ky., Louisville—N. Gray Rochester, Mgr., Brown Building, reported, construct consolidated bus terminal cor. Fifth and Broadway; contain 450 car garage, 12 stores and terminal; cost about \$400,000; J. Graham Brown, W. C. Apts., Owner property.

Md., Frostburg—Blue Ridge Transportation Co., Cumberland, Md., reported, purchased franchise and equipment of Old Trails Bus Line, Inc., between Frostburg and Unlontown, Pa., also property in Frostburg.

Mo., St. Louis—Southeast Missouri Transit Co., J. E. Hill, 3110 Eads Ave., and L. V. Hill, Owners, reported, granted permit to operate motor bus between St. Louis and Sikeston and between Cape Girardeau and Dexter, Mo.

Okla., Oklahoma City—H. L. Penwell of Choctaw applied for permit to operate motor freight line between Oklahoma City and El Reno.

Okla., McAlester—Bruce & Carmack, Pot-au, applied for permit to operate bus line between McAlester and Hartsborne.

Okla., Taloga—Rice C. Teake applied for permit to operate motor freight line between Taloga and Custer City.

Tex., Austin—South Texas Coaches, Inc., capital \$100,000, chartered; H. E. Edwards, E. S. McCord, C. L. Terry, R. C. Bowen, 4816 Pershing St., all Fort Worth.

Tex., Dallas—West Texas Coaches, Inc., R. C. Bowen, Pres., recently acquired franchise to operate buses between Dallas and Fort Worth; plans purchasing de luxe motor coaches and lease modern terminals.

Tex., Dallas—Missouri-Kansas-Texas R. R. Co., F. Ringer, Ch. Engr., St. Louis, Mo., reported, opened negotiation for purchase of bus line franchise granted by Railroad Comsn. for service from Dallas to San Antonio via Austin and Waco.

Tex., Fort Worth—South Texas Coaches, Inc., capital \$100,000, chartered; Heeds Wards, E. McCord, C. L. Terry, 917 Hemp-hill St.

Tex., Fort Worth—A. F. Townsend, Gen. Mgr., Northern Texas Traction Co., Third and Main St., and Texas Motor Coaches, reported, plans construction 4-story terminal to serve as joint station for Fort Worth-Dallas Interurban, Texas Motor Coaches and independent bus operators; cost about \$300,000; has option on site on Commerce St., between Fifth and Sixth St.; bus shed to be 90x40 ft.

Motor Cars, Garages, Filling Stations

Ala., Mobile—Board of Revenue and Road Commrs., E. C. Doody, Clerk, receives bids Dec. 1 for erection fireproof garage and machine shop.

Ark., El Dorado—Griffin Brothers, reported, will erect 2-story and basement garage, Locust and Jefferson Sts.; 300x100 ft., reinforced concrete and brick, semi-fireproof, stone trim, concrete floors, fire doors, iron stairs, metal windows; construction by day labor; E. M. Kolben, Archt., Exchange Bldg.

Ark., Fort Smith—J. C. Kendall, 717 N. 34th St., and Tom Norris, reported, have permit for gasoline filling station at Free Ferry and Little Rock Rd.

Fla., Daytona Beach—Stillings' Tire Hospital, Inc., capital \$20,000, incorporated; E.

R. Stillings, W. J. Stillings, 256½ N. Beach St.

Fla., Fort Myers—Royal Palm Motors, Inc., incorporated; H. C. Lester, H. I. Goods.

Fla., Jacksonville—N. G. Wade Investment Co., 1121 Park St., reported, erect 1-story, concrete tile filling station, Lackawanna St.

Fla., Miami—City Comsn. will receive new bids Dec. 5 for municipal garage building at N. W. Twentieth and Tenth St.; cost \$50,000; M. L. Hampton, Archt., Congress Bldg. 11-17

Ga., Columbus—Cliff M. Averett, 1131 First Ave., reported, plans to remodel 2-story building and erect 1-story, 68x150-ft. brick addition, First Ave. and Fifteenth St.; brick walls, steel truss, skylights, concrete floors, built-up roof, replace old wood posts with steel girders, install automobile elevator; T. Fifth Lockwood, Archt., Murrah Bldg. 10-20

Ga., Macon—Daniel-Johnstone Motor Co., Inc., capital \$15,000, incorporated; Fred M. Daniel, 34 Arlington Pl.; Walter T. Johnstone, 206 Corbin Ave.

Ky., Owensboro—Eugene Moberly and Howard C. Kirk, both Louisville, reported, acquired the Firestone Service Co., Frederica St.; will operate.

La., Monroe—S. H. Heninger, reported, acquired site cor. Grand and Calypso St.; erect 2-story brick building for automobile show and sales rooms.

La., Natchitoches—Lake View Motors, Inc., capital \$25,000, chartered; C. L. Kreiger, H. A. Cook, J. L. Bryan.

La., New Orleans—Following sub-contract awarded for construction Mack Tire Co.'s building, St. Charles Ave. and St. Andrew St.: Woodward Wight & Co., Ltd., 451 Howard Ave., for steel sash; Lukens Steel Co., Polan and Rocheblave St., structural steel; A. H. White Roofing Co., New Basin, near Galve St., composition roofing and sanitary floors; Wm. Geary & Son, 2125 Callopie St., millwork; Audry & Feitel, Archts., New Orleans Bank Bldg. 10-20

La., Shreveport—Morris Baron, 1530 Southern Ave., let contract to J. M. Brown, 210 Milam St., at \$28,886 for storage garage at 2516 Texas Ave., 1-story, 78x142-ft., brick walls, steel trusses, concrete floors, built-up roof; Seymour Van Os, Archt., 1213 City Bank Bldg. See Want Section—Building Materials and Equipment.

Md., Baltimore—Jos. Berkowitz, Arch and Lexington Sts., soon award contract for \$50,000 garage, station and show room to be erected on Frederick Rd., 1-story, brick; Geo. C. Griffin, Archt., Knickerbocker Bldg.

Md., Baltimore—J. S. Downing, 2609 Greenmount Ave., erect \$10,000 garage, 6005 Bel-air Rd., 1-story, 66x90-ft., steam heat.

Md., Baltimore—City, Bureau of Highways, plans grading and paving Baltimore St. from Hilton west bank of Gwynns Falls; Charles F. Goob, Ch. Engr.; Nathan L. Smith, Highways Engr.; Wm. F. Broening, Mayor.

Md., Baltimore—S. & R. Motor Co., Eleventh and Eastern Ave., let contract to C. W. Crowther for 1-story, 70x115-ft. building cor. Fifth and Bank St., brick, built-up roof, skylights, steam heat; cost about \$10,000; L. A. Young, Archt., both 700 S. Eighth St.

Mo., Kansas City—Empire Garage Co., 1107 Wyandotte St., let contract to Morley Bros., Dwight Bldg., for garage and parking station; 2-story, 75x142 ft., concrete; Hans Vonunwerth, Archt., 705 Finance Bldg. 11-17

Mo., Kansas City—Bowers Motor Co., Inc., capital \$10,000, chartered; Z. K. Doane, 1400 E. 29th St.; H. W. Bowers, V. W. Bowers.

Mo., St. Joseph—J. C. Mann, R. F. D. No. 4, has permit for \$10,000 garage, 2002 Fred-erick Ave.; brick and steel.

Mo., St. Louis—Audrey Realty Co., Wainwright Bldg., reported, let contract to Huger & Buecker, 801 Wainwright Bldg., for erection garage addition, cor. Twenty-third and Pine; 1 story, 99x110 ft., brick and reinforced concrete, steel sash, cost about \$17,000; Otto J. Kreig, Archt., 801 Wainwright Bldg.

N. C., Charlotte—Selwyn Motor Co., reported, will occupy new building W. Fifth St.; cost \$25,000; Mrs. Nellie T. Whitted, Owner.

N. C., Charlotte—Robert L. Brown, Commr. Public Works, interested in establishing municipal garage.

N. C., North Wilkesboro—Somers Sales Company, capital \$50,000, incorporated; W. B. Somers, Eugene Somers.

Okla., Ada—F. G. Gay, reported, will erect 125x140-ft. automobile storage garage on Stockton Ave. at Twelfth St., cost about \$18,000; Albert Ross, Archt.

Okla., Oklahoma City—Keller & Young, reported, plan to remodel building cor. Second

St. and Hudson Ave. for garage; J. W. Hawk, Archt.

Okl., Oklahoma City—C. E. Huffman & Son, 228 W. Twenty-third St., has contract at \$14,000 for garage 1101 W. Twentieth St.; 1-story, 50x40 ft.; brick, steel and concrete, fireproof, concrete roof. 11-17

Okl., Oklahoma City—The White Co., reported, plans erecting \$125,000 sales and service station, H. R. Hadlow, Engr.

S. C., Greenville—John J. Woodside will erect 2 or 3 story, 100x100-ft. storage garage, reinforced concrete, brick and hollow tile, cement floors, tar and gravel or asphaltic roof, date of opening bids to be determined later; Jones & Trott, Inc., Archts., Woodside Bldg. See Want Section—Building Material and Equipment; Miscellaneous. 11-17

Tenn., Jackson—John H. Johnson & Sons, N. Liberty St., reported, erect \$15,000 garage and sales room addition, W. Main St. and Bolivar Ave.; 1 and 2 story, 130x128 ft., brick and steel, metal partitions, steel sash, brick trusses, built-up roof; Luther Parham, Archt., 586 N. Hayes St.

Tenn., Knoxville—W. H. Peters, 2735 McCalla Ave., reported, has permit for \$11,000 drive-in filling station and office, 1420 N. Broadway; 1-story, 100x45 ft.; erected by Lynn Hayes; Manley, Young & Meyer, Archts., 302 N. Church St.

Tenn., Memphis—Pidgeon-Thomas Iron Co., Frank Pidgeon, 94 N. Second St., reported, plans erecting garage, Main and Iowa Sts.; 1 story, 100x65 ft., brick and steel, galvanized iron roof, cost about \$10,000; E. L. Harrison, Archt., Fidelity Bank Bldg.

Tex., Dallas—Prather Cadillac Co., reported, let contract to Watson & Co. to erect showrooms and warehouse at Pearl, Live Oak and Olive Sts.; 220x250 ft., 1-story, steel trussed; cost about \$85,000.

Tex., Dallas—W. J. Kain, 519 N. Pearl St., reported, has permit for 1-story brick garage, office and shop, cost about \$85,000.

Tex., Edinburg—L. E. Terry, reported, let contract to T. E. Saunders, Houston, to erect \$25,000 storage garage on S. Clossner Blvd.; 2-story, 50x134-ft., reinforced concrete and steel, white brick finish; H. Putman, Archt., Houston. 7-7

Tex., Houston—Louis G. Hester, First National Bank Bldg., reported has contract for rolling steel doors for Universal Terminal Warehouse Building to be erected on Bingham St. 11-17

Tex., Wichita Falls—Wichita Alemiting and Auto Laundry Co., Incorporated; John L. Wilson, 1607 Garfield St.; C. V. Cavanaugh, 1605 Garfield Ave.; I. C. Ware.

Va., Staunton—Spillman Tire Co., capital \$10,000, Incorporated; James S. Simmons, Jr., James T. Spillman, Lella H. Spillman.

Va., Winchester—Eugene M. Garrett, Inc., have purchased structure known as Roger Building, remodel for sales, service department and accessory business; not in need of machinery at this time. 10-27

W. Va., Wheeling—South Penn Oil Co., reported, plans erecting filling station; acquired 66x120-ft. site corner Sixteenth and Main Sts.

Railway Shops and Terminals

Mo., Poplar Bluff—Missouri Pacific R. R. Co., E. A. Hadley, Ch. Engr., St. Louis, Mo., reported, have started improvement (with company forces) of yard and terminal facilities, expending about \$180,000; work includes replacement of 75-ft. turntable with 100-ft. turntable, install additional cinder conveyor, 100,000-gal. steel tank with necessary pipe lines and additional water columns, erect boiler house, etc.

Mo., St. Louis—C. E. Smith, Railway Exchange Bldg., Const. Engineer for the city, reported, proposed extension of the East Side railroad terminals to west side of Mississippi River by construction of unified freight station, with warehouse facilities, at Hempstead, O'Fallon, Broadway and Ninth St., cost about \$20,000,000.

N. C., Rocky Mount—Atlantic Coast Line R. R. Co., J. W. Willoughby, Ch. Engr., Wilmington, N. C., reported, rebuild burned planing mill, Emerson Shop, South Rocky Mount; loss \$35,000.

N. C., Winston-Salem—Norfolk & Western Ry. Co., W. P. Wiltsee, Ch. Engr., Roanoke, Va., reported, let contract to Walton Construction Co., Inc., Liberty Trust Bldg., Roanoke, Va., for construction new yards and terminal facilities; included in development will be 13 yard tracks capacity of each from 70 to 90 cars; 2 car repair tracks and one running track, total about 14 miles; 50,000 gal. water tank, standpipe and other water service facilities, 200 ton track scale, yard office, flood lights, new yard approximately 1

mi. long; total cost equipment about \$800,000. Walton Construction Co. wires: "Have contract for new yard at Winston-Salem, cost about \$800,000, mostly grading, very little concrete, no sub-contractors." 2-17

Tex., Wills Point—See Miscellaneous Construction.

Roads, Streets and Paving

In connection with LAND DEVELOPMENT large sums are expended for roads, streets, paving and sidewalks. Details will be found under that classification.

Proposed Construction

Alabama—State Highway Comm., Montgomery, receives bids Dec. 20 for 9 roads: Tuscaloosa County—7.65 mi. chert surface, between Woodstock and Bessemer; Dale-Coffee Counties—9.09 mi., between Enterprise and Choctawhatchee River, 75,200 cu. yd. excavation, 32,000 lb. reinforcing steel, 132,000 cu. yd. sand clay surfacing; Shelby County—grade and drain road from Calera to Columbiana, 171,187 cu. yd. excavation; Escambia County—14.08 mi. grading and draining, from Brewton to Covington County line, 140,400 cu. yd. excavation, 38,315 lb. reinforcing steel, 49,280 cu. yd. sand clay surfacing; 9.83 mi. grading and draining, between Brewton and Conecuh County line, 94,684 cu. yd. excavation.

In Cherokee County—15.65 mi. grading and draining, from Center via Cedar Bluff to George line, 160,777 cu. yd. excavation, 73,018 lb. deformed bar reinforcement, culverts over 20-ft. span; Dale-Houston Counties—16.64 mi., between Dothan and Choctawhatchee River, 79,600 cu. yd. excavation, 20,000 lb. reinforcing steel; Washington County—6.76 mi. grading and draining, between Fruitdale and Mississippi line, 57,261 cu. yd. excavation, 34,731 lb. reinforcing steel; Tuscaloosa County, 17.03 mi. grading and draining, between Tuscaloosa and Pickens County line, 414,013 cu. yd. excavation, 133,940 lb. deformed bar reinforcement; plans on file; W. A. McCalla, State Highway Engr.

Ala., Birmingham—City Comm., Eunice Hewes, Clk., plans opening and connecting First Ave. with Cotton Ave., West End; A. J. Hawkins, City Engr.

Ala., Birmingham—City Comm., Eunice Hewes, Clk., plans expending \$150,000 to pave 10 streets, including Tenth, Twenty-first Ave., Aberdeen road; A. J. Hawkins, City Engr.

Ala., Montgomery—City, W. L. Jackson, Clk., plans expending about \$40,000 for 1/2 mi. paving on Mulberry St., Park Place, etc.

Ala., Opelika—City, Henry K. Dickinson, Mayor, receives bids Nov. 30 for street improvement under Improvement Ord. No. 37; 1,260 sq. yd. concrete paving; sidewalk, integral concrete curb, excavation; plans from City Clk., and Robert L. Totten, Inc., Const. Engrs., Brown-Marx Bldg., Birmingham.

Ala., Opelika—City plans paving North Seventh St. between Second and Third Ave. Address City Clk.; sold bonds.

Arkansas—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, received low bids for 20 roads and 3 bridges: Phillips County—6 mi. gravel surface, Marianna-Barton road, Forcum-James Construction Co., Dyersburg, Tenn., \$14,475; Sebastian County—13 mi. grading and drainage, Greenwood-Booneville road, Interstate Construction Co., Paris, Tex., \$75,980; Polk County—12.7 mi. grading and drainage, Mena-Howard road, Interstate Construction Co., \$120,064; Pike County—136-ft. reinforced concrete bridge over Mud Creek, Hot Springs-Glenwood road, Maxwell Construction Co., Columbus, Kansas, \$12,987; Howard and Homestead Counties—10 mi. grading and drainage, Nashville-Ozan road, F. E. Wright, Gurdon, \$20,561; Washington County—10 mi. grading and drainage, Fayetteville-Prairie Grove road, Cole Bros., Helena, Ark., \$1,447.

In Franklin County—9 mi. grading and drainage, Charleston-Paris road, N. Greene & Sons, Fort Smith, \$44,322; Independence County—7 mi. grading and drainage structures, Batesville-Pleasant Plains road, Ware Construction Co., Little Rock, \$69,661; Hot Springs County—12 mi. grading and drainage, Bismarck-North and South road, Forcum-James Construction Co., \$102,358; Grant County—7 mi. grading and drainage, Sheridan-Leola road, J. C. Elliott & Co., Leola, \$44,581; Hot Spring County—350-ft. reinforced concrete bridges, Hot Springs-Malvern road, C. H. Atkinson Co., Chillicothe, Mo., \$34,282; Union and Ouachita Counties—5 mi. grading and drainage, Smackover-Camden road, Atkinson Bros., Pine Bluff, \$69,415; Union County—5 mi. grading and drainage, El

Dorado-Callion road, Atkinson Bros., \$33,232; Columbia County—1/2 mi. grading and concrete paving, Magnolia-State School road, Rowland & Rickard, Pine Bluff, \$14,834, and Turk Construction Co., Little Rock, \$14,834.

In Logan County—14 mi. grading and drainage, Fort Smith-Dardanelle road, Cook & Ranson, Ottawa, Kansas, \$108,763; Pope County—6 mi. grading and drainage, Atkins-Hector road, M. E. Gillioz, Monette, Mo., \$45,576; Conway County—5 mi. gravel surface, Russellville-Morrilton road, W. L. Davis & Co., Kansas City, Mo., \$17,244; Baxter County—15.5 mi. grading and drainage, Mountain Home-Missouri State line, Ernest Euler, Mansfield, Mo., \$84,910; Madison County—8.4 mi. grading and drainage, St. Paul-Crosses road, C. M. Greene, Lowell, Ark., \$72,075; Greene and Clay Counties—627-ft. timber pile bent bridges, Marmaduke-West road, J. F. Mullens, Paragould, Ark., \$18,492; Poinsett County—8 mi. grading and drainage, Jackson County line-Harrisburg road, Forcum-James Construction Co., \$105,091; Clay County—2.6 mi. grading and drainage, Corning-Piggott road, C. S. Taylor, Birmingham, Ala., \$37,115; Poinsett County—8 mi. grading and drainage, Jackson County line-Harrisburg road, F. D. Harvey & Co., Jonesboro, La., \$62,924.

Arkansas—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, received low bid for 3 roads in Pine Bluff trade territory: Lonoke and Jefferson Counties—6 mi. grading and drainage, Ferda-England road, Kochtitsky Brothers, England, Ark., \$68,261; Lincoln County—12.4 mi. grading and drainage, Tarry-Star City Road, Forcum-James Construction Co., Dyersburg, Tenn., \$65,033; 8.7 mi. grading and drainage, Gould-West Road, Kochtitsky Brothers, \$75,406.

Ark., Magnolia—City, J. E. Hawkins, Mayor, plans paving and curbing N. Jackson St., in Street Improvement Dist. No. 2; contemplates paving several blocks on North Vine and W. Main St.

Ark., Prescott—City, R. P. Hamby, Mayor, plans grading, curbing, guttering and installing storm sewers in Street Improvement Dist. No. 3, including East Vine, East Second, East Olive.

D. C., Washington—See Miscellaneous Enterprises.

Fla., Dade City—Pasco County Commrs., A. J. Burnside, Clk., reported, plans \$250,000 road building.

Fla., DeLand—Road—Volusia County plans road building in Road Dist. No. 4, cost \$100,000. Address County Commrs. See Financial News—Bond Issues Proposed.

Fla., Inverness—Citrus County Commrs. receive bids Dec. 5 for 6.20 mi. State Road No. 36, from Inverness to Rutland Bridge over Withlacoochee River; also 2 small concrete bridges and overhead bridge over double tracks of railroad line in Inverness; 17 or 19 ft. wide, 8-in. limestone base; later top surface of slag or Florida rock; plans from State Road Dept., Tallahassee.

Fla., Jacksonville—City Comm., W. W. Bishop, Sec., plans improving main streets and highways in city, cost \$25,000; opening Broad St., cost \$25,000. See Financial News—Bond Issues Proposed. 11-10

Fla., Jacksonville—Bayshore Co., Lloyd Atkinson, Pres., 32 W. Forsyth St., plans extending toll road from Fort George Island, across inlet and over Little Talbot Island to ocean.

Fla., Kissimmee—State Road Dept., F. A. Hathaway, Chmn., Tallahassee, will let contract Jan. 10 for Projects No. 2 and 3, State Road No. 24, Osceola County; J. L. Cresap, State Highway Engr.

Ga., Columbus—Muscogee County Commrs. plan grading and clay-gravel surfacing River Road, from intersection with Hamilton Road to beginning of county paving; city, H. B. Crawford, Mgr., plans paving road with tar via penetration or other hard surface.

Ga., Fort Valley—City Council plans street paving, under baby bond plan. Address City Clk.

Ga., Jackson—State Highway Comm., East Point, plans paving Route No. 42, from Indian Springs to Forsyth; from Forsyth to Atlanta; W. R. Neel, State Highway Engr.

Ga., Nahant—Brantley County Commrs. will let contract in Dec. for 17 mi. hard surface road from Hoboken to Atkinson via Nahant; plans completing road from Atkinson to connect with Coastal Highway.

Ga., Waycross—City Comm., W. E. Lee, Clk., plans concrete gutters on Tebeau St., from Atlantic Coast Line R. R. to State St.

Ky., Covington—Kenton County Commrs., John B. Read, Judge, plan road building; cost \$500,000. See Financial News—Bond Issues Proposed. 11-10

La., Clinton—Louisiana Highway Comm.,

Frank T. Payne, Chmn., Baton Rouge, receives bids Dec. 15 to furnish gravel and build 7.479 mi. Lindsay-Jackson Highway, East Feliciana Parish, from point north of Lindsay to intersection with St. Francisville-Clinton Highway east of Jackson; plans on file; Nicholls W. Bowden, State Highway Engr.

La., Jena—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, receives bids Dec. 15 to furnish gravel and build 3.619 mi. Jena-Jonesville Highway, La. Salle Parish, from present gravel road southeast of Jena to LaSalle-Catahoula Parish line west of Archie; 200,000 cu. yd. earthwork, 7200 cu. yd. gravel surfacing; Nicholls W. Bowden, State Highway Engr.

La., Jennings—Jefferson Davis and Allen Parishes Police Juries plan 8 mi. hard surface roads in Elton Road Dist. No. 1, cost \$35,000. See Financial News—Bond Issues Proposed.

La., Ville Platte—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, receives bids Dec. 22 for 9.78 mi. Ville Platte-Bunkie Highway, Evangeline Parish, from gravel road southeast of Chicot through Chicot to road near T. & P. depot, St. Landry Station; Nicholls W. Bowden, State Highway Engr.

La., Winnfield—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, receives bids Dec. 20 for 1.023 mi. Winnfield-Colfax Highway, Winn Parish, from L. R. & N. Co. crossing, Atlanta, to Winn-Grant Parish; Nicholls W. Bowden, State Highway Engr.

Md., Baltimore—Board of Estimates approved plans to expend \$450,000 to \$500,000 to pave about 7 mi. streets; also to pave sections of 4 streets with sheet asphalt; plans paving Gay St., Fayette to Lexington, with sheet asphalt; Nathan L. Smith, Highways Engr., will let contracts this year; Charles F. Goob, Ch. Engr.; Wm. F. Broening, Mayor.

Md., Baltimore—Board of Awards received low bid from P. Flanagan & Sons, Inc., Harford Road and B. & O. R. R., at \$54,716, to pave Doldfield Ave., with sheet asphalt, from Sequoia to Kate Ave.; Nathan L. Smith, Highways Engr. 11-10

Md., Baltimore—Board of Awards receives bids Nov. 30 to grade, curb and pave with 9850 sq. yd. sheet asphalt on concrete base, on streets in Cont. No. 442; plans on file; Nathan L. Smith, Highways Engr.; Chas. F. Goob, Ch. Engr.; Wm. F. Broening, Mayor.

Miss., Fayette—Jefferson County plans gravelling Mississippi Scenic Highway between Harrison and Claiborne County line and replacing 2 bridges; cost \$100,000. Address County Commrs. See Financial Issues—Bond Issues Proposed.

Miss., Holly Springs—Marshall County Board of Suprvs. receives bids Dec. 6 for 1 1/4 mi. gravel road from Byhalia to Warsaw, Dist. No. 3; J. T. Wade, County Clk.

Miss., Iuka—Tishomingo County is building road from Counciltown, Hardin County, Tenn., to Kendrick, Tishomingo County. Address County Commrs.

Miss., Meridian—Lauderdale County Board of Suprvs. receives bids Dec. 1 for 2400 sq. yd. bituminous macadam, penetration method; 2400 sq. yd. 5-in. concrete, slag macadam base, on Taylor St. between Poplar Springs Drive and Magnolia Drive; plans from J. T. Pinkston, County Engr.

Miss., Senatobia—Board of Aldermen plans laying curbs, gutters and graveling Center St., between Main and Hotel.

Miss., Water Valley—Yalobusha County Board of Suprvs. plans building and improving roads in Beat No. 2. See Financial News—Bond Issues Proposed. 10-13

Missouri—State Highway Dept., Jefferson City, plans Highway No. 61, Kingshighway through Scott and New Madrid Counties; T. H. Cutler, Ch. Engr.

Mo., Clayton—St. Louis County, Roy Jablonsky, Highway Engr., receives bids Nov. 30 to improve Larkins-Williams road.

Mo., Houston—Texas County Highway Comm. plans 4 farm-to-market roads totaling 100 mi.: From Licking to Success, then southeast to near Huggins, along county line several miles, southeast to connect with No. 66, near Dunn; from Summersville west to Ayrone and Elk Creek, northwest to connect with No. 63 to Simmons; from Clear Springs, Pierce Township, south to connect with No. 60-63; south from Caboll to Douglas County line.

Mo., Joplin—City, Maud E. Fons, Clk., receives bids Nov. 29 to pave Nineteenth St., with one course concrete, Main to Connor Ave.; S. P. Ashcraft, City Engr. 11-17

Mo., Joplin—City, Maud E. Fons, Clk., plans expending \$11,500 to pave with concrete, Third St., Cox Ave. and Fourth St.

Mo., Poplar Bluff—City may receive bids

to pave Oak St. between Second and Fifth. Address City Clk.

Mo., Springfield—City, W. E. Freeman, Mayor, plans letting contract soon to pave National Avenue subway; J. P. Ramsey, Commr. of Streets; Frank D. Hughes, Const. Engr., in charge of subway construction.

Mo., Springfield—City, J. P. Ramsey, Commr. of Streets, plans opening Olive St., from point west of Grant Ave. to Hayden Ave.

North Carolina—State Highway Comm., Frank Page, Chmn., Raleigh, will let contracts in Dec. for 6 roads and 2 bridges in Alexander, Lincoln, Richmond, Gaston and Iredell Counties: Route 10, from Statesville, via Catawba, to Newton; secondary road to connect No. 10 near north of Catawba, and Conover; concrete Route No. 50, from near Rockingham to South Carolina-North Carolina line; hard surface road from Statesville to Catawba River; bridge over Catawba River, between Iredell and Catawba Counties; grade and build structures from bridge to Newton, via Catawba, Route No. 10; grade and build structures on Route No. 110, from point north of town of Catawba to Conover, via Claremont; bridge over Catawba River, and road, in Alexander County, from bridge to Taylorsville.

N. C., Charlotte—State Highway Comm., Frank Page, Chmn., Raleigh, plans widening 17 1/2 mi. Wilkinson Blvd., to 60-ft. connecting Charlotte and Gastonia; cost about \$500,000; will let contract in Dec. to grade wider road; J. G. Pridden, Ch. Engr. for Highway D-st.

N. C., Greensboro—City, Mayor Jeffers, considering widening Gaston St. between Davie and Elm, and from Elm to Greene.

N. C., Hickory—City, J. E. Elliott, Mayor, considering curb and gutter on Thirteenth St. between Seventeenth and Twentieth St.

N. C., Marshall—Madison County plans road in No. 13 Township, Spring Creek section, intersecting with Main Spring Creek highway, and crossing into Haywood County via Meadow Fork; cost \$15,000. Address County Commrs. See Financial News—Bond Issues Proposed. 10-20

N. C., Raleigh—Wake County Commrs., Hunter Ellington, Clk., plan road improvement, including bridges and culverts. See Financial News—Bond Issues Proposed.

N. C., Reidsville—Fiske-Carter Construction Co., Masonic Temple Bldg., has contract for cigarette factory of American Tobacco Co.; J. E. Sirrine & Co., Engrs., Greenville, S. C. 11-17

N. C., Wentworth—State Highway Comm., Frank Page, Chmn., Raleigh, lets contract in Dec. for 4 mi. hard surface road, between Leaksville and Virginia line; Lester Ames, Ch. Highway Engr.

Okla., Arapaho—Custer County plans about 40 mi. hard surface on Highway No. 66, through county. Address County Commrs. See Financial News—Bond Issues Proposed.

Okla., Enid—City Commrs., F. E. Buckminster, Clk., plan paving South Johnson St., Main to Cherokee, and South Grant, Broadway to Main; D. D. Stull, Mayor.

Okla., Oklahoma City—City, E. M. Fry, Mgr., plans paving Walker Ave. on both sides of Frisco and Rock Island right of way, widening Fifth St., Hudson to Harrison Ave.; B. M. Hart, City Engr.

Okla., Tulsa—City Comm., Herman E. Newblock, Mayor, plans street improvement. See Financial News—Bond Issues Proposed.

South Carolina—State Highway Comm., Ben M. Sawyer, Ch. Highway Commr., Columbia, receives bids in Dec. for about 100 mi. paving and bridge; Charles H. Moorehead, Ch. Highway Engr.

Tenn., Huntingdon—Carroll County Quarterly Court may let contracts in Dec. to include hard surfacing Highway No. 22; graveling No. 77.

Tenn., Knoxville—City, Charlton Karns, Mgr., receives bids Nov. 29 for 10,000 lin. ft. curb and gutter, 3000 sq. yd. concrete sidewalk on 4-in. base, 3300 sq. yd. asphalt surface treated macadam, 4900 sq. yd. asphalt concrete on 6-in. base, 5500 sq. yd. concrete on 6-in. base, paving; also install storm sewer; \$169,000 available.

Tenn., Memphis—City, C. C. Pasby, Clk., plans expending about \$12,693 to pave York Ave., Media St. to East Parkway south; 2000 cu. yd. excavation, 3600 sq. yd. gravel pavement and bituminous surface.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids soon for 3 roads: Anderson County—3.897 mi. grading, bridges and concrete pavement from Fort Bend County line to West Junction; Lime-stone County—7.490 mi. concrete or asphalt concrete, Highway No. 14; plans from County Engrs. and R. A. Thompson, State Highway Engr.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids Dec. 6 for 6 roads: Kaufman County—492 mi. con-

crete pavement, Highway No. 15, from end of Federal Aid Project No. 130-A, near Elmo, to present concrete pavement; Anderson County—3.897 mi. grading and drainage structure, Highway No. 43, from Neches to Neches River; 397,561 cu. yd. excavation and borrow, 19,815 lb. reinforcing steel; Zavalla County—31.101 mi. grading and drainage structures, Highway No. 55, from Dimmitt County line to Uvalde County line, 292,807 cu. yd. excavation and borrow, 112,434 lb. reinforcing steel; Wise County—6.05 mi. grading and drainage structures, Highway No. 39, Dacatur to Sandy Creek, 79,770 cu. yd. excavation and borrow, 72,367 lb. reinforcing steel; Franklin and Red River Counties—1.856 mi. grading, bridge and gravel surface, Highway No. 49, from Titus County line toward Johnstown, 71,629 cu. yd. excavation and borrow, 7406 cu. yd. gravel and surface coarse; Harris County—4.658 mi. grading and drainage structures, Highway No. 3, from West Junction to Fort Bend County, 62,203 cu. yd. excavation and borrow, 54,574 sq. yd. sub-grade and concrete treatment, 297,359 lb. reinforcing steel; R. A. Thompson, State Highway Engr.

Tex., Alvin—City plans hard surfacing streets in business section, probably with tarvia; cost \$30,000. Address City Clk. See Financial News—Bond Issues Proposed. 11-10

Tex., Beaumont—Jefferson County Commrs., B. B. Johnson, County Judge, reported, plan expending \$361,000 for street paving.

Tex., Beeville—City Comm. plans paving Houston St. and Jefferson St. east from St. Mary's St.

Tex., Brownsville—Cameron County, Oscar C. Dancy, Judge, plans 2 roads: 24.5 mi. concrete, Highway No. 100, Barreda-Point Isabel road, from Barreda to Point Isabel, estimated cost \$700,000; 8 mi. grading, bridges and 18-ft. Bates type concrete pavement, Highway No. 55, from point near Combes to Willacy County line, estimated cost \$350,000; W. O. Washington, Engr.

Tex., Center—Shelby County considering highway from Shelbyville, south of Center, via Huxley, to Myrocks Ferry, on Sabine River, then to Pleasant Hill, La., on Jefferson Highway. Address County Commrs. See Financial News—Bond Issues Proposed.

Tex., Coleman—City plans street paving. Address City Clk., See Financial News—Bond Issues Proposed.

Tex., Corsicana—Navarro County Commrs. plan road building in Road Dist. No. 12, cost \$30,000. See Financial News—Bond Issues Proposed.

Tex., Cuero—DeWitt County, S. H. Guldridge, Res. Engr., preparing plans and specifications for building 19-mi. Highway No. 119 in county; \$190,000 available; Stanley Kulawik, Judge.

Tex., Del Rio—Val Verde County Commrs., W. F. Littleton, Judge, plan surfacing highways; cost \$250,000. See Financial News—Bond Issues Proposed. 11-10

Tex., Edinburg—Hidalgo County, T. J. Kelly, Judge, plans road building in Weslaco Road Dist.; cost \$850,000. See Financial News—Bond Issues Proposed. 11-3

Tex., El Paso—El Paso County, E. B. McClintock, County Judge, plans paving Carlsbad Caverns road; Fred Wilson, County Engr. See Financial News—Bond Issues Proposed. 11-17

Tex., Edna—Jackson County plans 4.5 mi. Hug-the-Coast Highway in Road Dist. No. 3, cost \$80,000. Address Commrs. 11-10

Tex., Houston—City, George Woods, Mgr., plans widening Harrisburg Blvd. from Sixty-seventh St. to Brays Bayou Bridge, Harrisburg; J. C. McVea, City Engr.

Tex., Houston—City, George Woods, Mgr., plans road between north and south Navigation boulevards, linking both boulevards over Adams Street Bridge; J. C. McVea, City Engr., preparing specifications.

Tex., Jourdan—Atascosa County, Earl D. Scott, Judge, plans 25.7 mi. bituminous macadam surfacing, Highway No. 9, Pleasanton to Live Oak County line, estimated cost \$480,275; Jas. V. Curnette, Engr.

Tex., Karnes City—Karnes County Commrs., Court, D. O. Klingeman, Judge, plans 17.1 mi. grading, bridges and hard surfacing, Highway No. 112, Karnes City-Helena-Gillett-Nixon Highway, Road Dist. No. 7, cost \$170,000. See Financial News—Bond Issues Proposed. 10-27

Tex., Kaufman—Kaufman County Commrs., J. E. Yates, Auditor, reported, plan expending \$375,000 for road work.

Tex., Liberty—Liberty County, C. R. Wilson, County Judge, considering improving lateral roads in county, cost \$2,000,000. See Financial News—Bond Issues Proposed. 11-10

Tex., Lockhart—Caldwell County, M. W.

Smith, Judge, plans 10.64 mi. gravel and waterbound macadam surface, asphalt top, Highway No. 3-A, Seguin-Luling road, from Guadalupe County line to Ginzales County line, estimated cost \$330,000; Capt. A. Schlafli, Engr., Seguin.

Tex., Richmond—Fort Bend County, W. I. McFarlane, Judge, plans 14.544 mi. grading and bridges, Highway No. 12, from Wharton County line to Rosenberg; Bertram Hedick, Engr.

Tex., Rusk—Cherokee County, J. J. Bolton, Judge, plans building lateral roads, cost \$100,000. See Financial News—Bond Issues Proposed.

Tex., San Antonio—City Comm. approved extension of North St. Mary's St., along San Antonio River, to Jones Ave.; I. Ewig, City Engr.

Tex., Seguin—Guadalupe County, J. B. Williams, Judge, plans 8.2 mi. grading and bridges, Highway No. 123, from Seguin north to point north of Geronimo, cost \$47,250; Capt. A. Schlafli, Engr.

Tex., Sierra Blanca—Hudspeth County plans 42 mi. Bankhead Highway through county. Address County Commrs.

Tex., Texas City—City Comm. plans paving 10½ blocks Third St. with 6-in. shell base, inverted penetration type topping, applied with asphalt and gravel.

Tex., Tyler—Smith County, Will D. Pace, County Judge, plans completing 5 mi. Forney road over east fork of Trinity River. See Financial News—Bond Issues Proposed.

Tex., Waxahachie—Ellis County, Ennis Dist., considering paving road in Dist. Address County Commrs. See Financial News—Bond Issues Proposed.

Tex., Waxahachie—Ellis County, Northern Dist., will appropriate \$50,000 toward paving 7 mi. road in County, from Dallas County line to Sterrett; cost about \$158,000. Address County Commrs.

Tex., Waxahachie—Ellis County plans hard surfacing 21 mi. lateral roads and paving 5 mi. Highway No. 75, Red River to Gulf in Ferris Road Dist., cost \$250,000. Address County Commrs. See Financial News—Bond Issues Proposed.

Tex., Yoakum—City plans street paving. Address City Clk. See Financial News—Bond Issues Proposed. 11-10

Va., Lynchburg—City, R. W. B. Hart, Mgr., considering street improvement: Improve street and sidewalks on Court St.; lay sidewalks on Emerald, D. Monroe and Poplar St.; concrete curb and gutter on Memorial Ave.; concrete curb and slack macadam on Floyd St.; sidewalks on Smyth and Thirteenth St.; plan extending sewerage in Beech St.

Va., Martinsville—State Highway Comm., H. G. Shirley, Chmn., Richmond, plans paving 27 mi. highway between Fieldale and Martinsville; about \$700,000 allocated.

Va., Portsmouth—Norfolk County Road Comm., H. W. West, Chmn., plans improving 2½ mi. Butts Road Dist., between Great Bridge and Kempville; allocated \$8000 toward completing 1½ mi. Indian Creek road, from point near property of A. H. Foreman to Princess Anne County line; R. B. Preston, County Engr.

W. Va., Charleston—Kanawha County Commrs. plan building 7 roads in Malden Dist.: 3 mi. Campbell's Creek road, \$100,000; 4½ mi. Elk Creek road, \$35,000; 3½ mi. Valley Grove road, \$15,000; 1 mi. George's Creek road, \$6000; 2 mi. Big Bottom Branch road, \$5000; Spring Fork road, \$4000; ½ mi. Coal Fork road, \$4000. See Financial News—Bond Issues Proposed.

W. Va., Clarksburg—Harrison County Court receives bids Dec. 10 for 1 mi. stone-base road, on Jones Run; estimated cost \$8,000 to \$9,000. Address County Commrs.

W. Va., Elkins—State Road Comm., Charleston, plans Elkins and Parsons roads from Randolph County seat to Maryland State line through Tucker County; E. B. Carskadon, Sec.

W. Va., Milbourne—Tyler County Commrs., T. E. Smith, Clk., reported, contemplates \$100,000 road improvement.

Contracts Awarded

Ark., Warren—Brown & Ross, Arkadelphia, have contract at \$101,000 to grade, build bridges and gravel surface Warren-Banks Road.

Fla., Bartow—Polk County Commrs. let contract to McDonald Construction Co., Auburndale Rd., Lakeland, at \$239,000, to pave 2 roads in Special Road and Bridge Districts No. 17 and 19, near Babson Park, Waverly and Lake of the Hills; 19 mi. oil surface; 7 mi. asphalt surface. 10-6

Fla., Lake Wales—Bullard & Rutherford have contract for street from Thulibery

home, on Lake Shore Blvd., to bathing pavilion and beach on Lake Wales, then back to Lake Shore Blvd.

Fla., St. Cloud—City, George M. Mitchell, Mgr., let contract to E. A. Freshwater & Sons, 443 Thirteenth St. N., St. Petersburg, to hard surface Tenth St. 30 ft. wide to east city limits; build west end of Lake Blvd., from Massachusetts to Columbia Ave.; extend New York Ave. to Thirteenth St.; 20,000 yd. concrete paving. 10-13

Fla., Tallahassee—City Comm. let contract to L. B. McLeod Construction Co., 416 Tampa St., Tampa, at \$13,250 to repave Gaines St. from Duval St. to old Georgia, Florida and Alabama Depot.

Fla., Tampa—Hillsborough County Commrs., W. A. Dickenson, Clk., let contract to J. C. Johnston Construction Co., 409 Cass St., at \$26,735 for 2 mi. paving on Rome Ave., between Hillsborough and Waters Ave. 11-3

Fla., Vero Beach—Lawrence Construction Co. has contract to grade 1 mi. highway from Dixie Highway to Roseland. Address Indian River County Commrs.

Ga., Sandersville—City, Gordon S. Chapman, Mayor, let contract to MacDougald Construction Co., 545 Angler Rd. N. E., Atlanta, at \$100,000, to pave 1 mi. streets in city.

Ga., Waycross—City Comm., W. E. Lee, Clk., let contract to McDougald Construction Co., 180½ Spring St., Atlanta, to pave Forest Ave. with 4-in. concrete base, asphalt top; Jenkins St., with 5-in. concrete base.

La., Bastrop—City let contracts totaling \$55,000 for 4370 ft. concrete paving; Thibodeaux & Harrison, Inc., 1420 Main St., Baton Rouge, to pave 5 blocks on Odom St.; R. L. Young, Bastrop, to pave 3 blocks on Pine and 2 blocks on Jefferson St.

La., Covington—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, let contract to Hayes Construction Co., Indianapolis, Ind., at about \$7000 per mile, to treat existing Chef Menteur Highway as experimental highway with liquid asphalt on standard road. 9-29

La., West Monroe Branch, Monroe—City, C. C. Bell, Mayor, let contract to Hamiter & Hyman, Shreveport, to pave North Fifth St., Natchitoches to Stella St.

Miss., Jackson—Hinds County Board of Supvrs. let contract to Lawrence Construction Co., 213 Lamar Bldg., Jackson, at \$410,189, for 16 mi. concrete Raymond-Utica road; W. B. Montgomery, Engr. 10-27

Miss., Laurel—Jones County Board of Supvrs. let contract to Boddie Construction Co., Mississippi Drug Bldg., to gravel 9.7 mi. Bay Springs to Jasper County line; to W. McGee, Laurel, for concrete culverts and bridges Reddick-Ferry Road, Beat 2. 11-10

Miss., Winona—Montgomery County Board of Supvrs. let contract to S. T. and H. C. Pilkinton, Jr., for 30 mi. road, east and west across county, from Webster County line through Stewart, Kilnichael and Winona, cost about \$225,000.

Mo., Joplin—City, Maud E. Fons, Clk., let contract to Independent Gravel Co., 220 W. Fourth St., to pave Virginia Ave., from Broadway Viaduct to Texas Alley; to Granite Bituminous Paving Co., 601 McKinley St., to pave Grand Ave. with asphaltic concrete.

Mo., Kansas City—City Park Dept. let contract to Hoover Brothers Construction Co., 1300 E. 18th St., to repave Mill Creek parkway beneath and near new viaduct constructed by Kansas City Public Service Co.; 2 roadways beneath viaduct, each 26 ft. wide; replace 21-ft. roadway; extend from Forty-second St. to point about 45 ft. south of Forty-third St.; widen portion of boulevard not under viaduct 40 to 58 ft.; penetration macadam or Amiesite; also plans 30-ft. pavement on Forty-third St., from Baltimore Ave. to Mill Creek Blvd. Address City Clk.

Mo., St. Joseph—City, L. V. Stigall, Mayor, let contract to Judson Engineering & Construction Co., 1811 Farson St., at \$12,467, to pave Fourth St. with concrete, from Hyde Park to Fleeman St.

Oklahoma—State Highway Comm., Oklahoma City, let contracts for 7 roads and 3 bridges: Beckham County—21.58 mi. grade and drainage, Maney & Alley, Oklahoma City, \$74,543; bridges, H. B. Garrett, Oklahoma City, \$39,833; Pittsburg County—3 mi. paving, Ward-Beekman-Brooks, Oklahoma City, \$84,576; Kiowa County—7.997 mi. grading and drainage, T. C. Ottinger, Hinton, Okla., \$32,750; 6.784 mi. grading and drainage, R. R. Tway, Oklahoma City, \$31,136; bridges, T. C. Ottinger, \$5446; Cherokee County—bridge, Boardman Co., Oklahoma City, \$17,181; Clark R. Mandigo, State Engr. 11-3

Okla., Blackwell—City Commrs. let contract to O. T. Tyler Construction Co. for 17,000 sq. yd. brick paving, Paving Dist. No. 26, and 7000 sq. yd. concrete, 3000 sq. yd.

brick paving in Paving Dist. No. 40. 11-10
Okla., Shawnee—City, J. C. Coleman, Clk., let contract to H. L. Cannady, Tulsa, at \$179,771 for rock asphalt paving.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, let contracts for 11 roads: Tom Green County—15,670 mi. grading, culverts and concrete paving, State Highway No. 9, W. S. Thomson, San Angelo, \$386,670; Kerr County—11,251 mi. grading and drainage structures, Highway No. 41, Walsh, Burney & Moore, 928 N. Flores St., San Antonio, \$50,221; Cass County—7.439 mi. iron ore top soil base course, Highway No. 8, C. W. Burgess, New Boston, \$9673; 9.445 mi. iron ore top soil base course, Highway No. 8, C. W. Burgess, \$15,535; 5.643 mi. iron ore top soil base course, Highway No. 8, Garrett Jones, Fort Worth, \$10,184.

In Real County—18.195 mi. 3-in. caliche surface course on 6-in. sledged stone on base course Highway No. 41, Thomas & Ratcliff, Rogers, \$48,982; Grimes County—3.315 mi. grading and drainage structures, Highway No. 90, Eproson Bros., Sherman, \$10,363; Shelby County—941 mi. grading and drainage structures, Highway No. 35, J. S. Moore & Sons, Lufkin, \$4500; Polk County—2.107 mi. grading and drainage structures, Highway No. 106, J. S. Moore & Sons, \$12,515; Houston County—9.122 mi. grading and drainage structures, Highway No. 19, J. S. Moore & Sons, \$28,581; 6.613 mi. grading and drainage structures, Highway No. 19, J. S. Moore & Sons, \$439,250. 11-10

Tex., Alice—City Comm. let contract to Southwest Bitulithic Co., Gunter Bldg., San Antonio, for about 25 blocks paving, south of Texas-Mexico R. R. tracks. 10-13

Tex., Amarillo—Potter County Commrs. let contract to John McKnight, 101 E. 17th St., to pave 1 mi. Western Ave., from city limits to Fort Worth & Denver Crossing; Sam R. Motlow, County Judge. 10-27

Tex., Bay City—Matagorda County, Arthur Harris, Judge, let contract to R. W. Briggs Co., Pharr, at \$57,840, for 4.621 mi. concrete pavement, Highway No. 1-A, from Rugley to Cedar Lane; E. N. Gustafson, Engr. 10-27

Tex., Corpus Christi—Nueces County Commrs. let contract to E. G. Castleberry, 720 Sam Rankin St., at \$6900, to hard surface Leopard St. extension connecting with Robstown-Corpus Christi road; R. A. Thompson, 904 Buford St., awarded contract to furnish Realitos limestone base at \$5046. 10-6

Tex., Corpus Christi—City let contract to Smith Bros., American National Bank Bldg., Dallas, for 5400 sq. yd. concrete base paving, grading, curbing, guttering, etc., on Water St. 11-3

Tex., Cuero—DeWitt County, Stanley Kulawik, Judge, let contract to G. E. Brown, Luling, for grading and small structures on 15.50 mi. 26-ft. Highway No. 81, and Walsh, Burney & Moore, 928 N. Flores St., San Antonio, for large drainage structures; estimated cost \$130,000.

Tex., Galveston—City Comm., E. H. Ivey, Commr. of Streets and Public Property, let contracts at \$113,000 for paving: Moller & Roberts, to pave Ave. S and Ave. N; H. J. Hetkes, Security Bldg., to pave Ave. F and Ave. O.

Tex., Houston—City, George Woods, let contract at \$25,500 for street paving; A. M. Arnold & Co., 1622 Elder St., for 2-in. asphalt paving on Magnolia St. and 3-in. brick paving on Gable St.; Gulf Bitulithic Co., 2820 Polk St., to pave Texas St. from Hutchins to Live Oak.

Va., Princess Anne—Roberts Paving Co. has contract for 5.4 mi. grading Kempville-Princess Anne Courthouse road; C. S. Mullen, Ch. Highway Engr., Richmond. 11-3

Sewer Construction

Sewer construction in LAND DEVELOPMENT projects involves the expenditure of large sums of money. Under that classification details of these improvements are reported.

Ark., Prescott—See Roads, Streets, Paving.

D. C., Washington—District Commrs. awarded contracts for following: Military Rd. and 28th St., Veazey St. and Longfellow St., service, Michigan Park and 27th St. sanitary sewer and Michigan Park storm water sewer to G. B. Mullin & Co., 1296 Upshur Ave.; Anacostia Road service, S. D. Ave. storm water sewer, Naylor Rd. storm water sewer, section 2 to M. Cain; and North Langdon sanitary sewer to Adam McCandish, 1215 Harvard St. N. W.

Fla., Avon Park—City, William King, Mayor, receives bids Dec. 19 for sanitary

sewers, sewage disposal plant and sewage pumping station; Wideman and Singleton, Engrs., 1404 Candler Bldg., Atlanta, Ga. See Want Section—Bids Asked.

Ky., Ashland—City, Chas. F. Weaver, Mayor, reported, defeated sewer bonds. See Financial News—Bond Issues Proposed. 11-4

La., Pineville—Town, J. M. Rembert, Mayor, votes Dec. 14 on \$100,000 sewer and \$37,000 sewer bonds.

La., Shreveport—Meriweather Supply Co., 1312 Jordan St., reported, has contract for furnishing 32,000 ft. of concrete sewer pipe of various sizes for South Highlands-Jewella trunk sewer.

La., Vivian—City, reported, receives bids Dec. 6 for sewerage system; cost \$80,000; Charles D. Evans, Consol. Engr., Levy Bldg., Shreveport.

Mo., Joplin—F. E. Ross, City Engr., receives bids Dec. 7 for construction of sewer district No. 32. See Want Section—Bids Asked.

Mo., St. Joseph—City, reported, construct 7-in. sanitary tile sewer in Eastmoreland Sewer Dist. No. 3, to be laid in alley between 15th and 16th Sts., from Florida Ave., 800 ft. east.

Mo., St. Louis—President of Board of Public Service, reported, negotiating for right of way to construct 5-mi. sewer in southwest St. Louis; cost \$950,000; consists of 16-foot concrete sewer emptying into Wherry Ave. sewer and Wherry Creek.

N. C., Walnut Cove—J. R. Voss, Town Clerk, considering bond issue for sewer system. See Financial News—Bond Issues Proposed.

Okla., Bristow—See Water Works.

Okla., Tecumseh—See Water Works.

Okla., Tulsa—W. S. Dickey Clay Mfg. Co., New York Life Bldg., Kansas City, Mo., has contract for furnishing material for sanitary sewer, Dist. No. 261; E. G. Fike & Co., 114½ E. Second St., Contr.; C. Schultz, 2531 E. Independence, City Engr. 11-17

Okla., Tulsa—City votes Dec. 6 on \$100,000 bonds for sewer extensions. See Financial News—Bond Issues Proposed.

Okla., Wewoka—See Water Works.

S. C., Ridge Springs—City defeated water and sewer bonds. See Financial News—Bond Issues Proposed.

Tenn., Kingsport—City, reported, let contract for sewer pipe, catch basins and manholes, to following: Citizens Supply Corp., Poarch Bros. Lumber Co., Lee Clay Products Co., Clearfield, Ky.; Kingsport Foundry and Mfg. Corp., and Kingsport Foundry and Machine Co.

Tenn., Knoxville—City, Charlton Karns, Mgr., reported, construct storm sewer project for drainage of large area in Sequoyah Hills-Terry Manor subdivision; 60 in. sewer pipe for approximate district of 2300 ft. will be installed; cost \$75,000.

Tex., Alvin—City Council, reported, entered into contract with Municipal Engineering Corp., M. Griffin O'Neill, Representative, to take charge of floating of proposed sewer bonds and construction of sewer system; cost \$60,000; votes Jan. 3 on bonds. See Financial News—Bond Issues Proposed.

Tex., Houston—City, reported, let contract to Dellone Construction Co., at \$284,677, for construction of several miles of drainage sewers on Shepherd Drive. 11-13

Tex., Laredo—City, Albert Martin, Mayor, receives bids Dec. 6 for storm sewer. See Want Section—Bids Asked.

Tex., Pampa—Jordan Construction Co., reported, has contract at \$135,000 for sanitary sewers. 11-10

Tex., Rotan—See Water Works.

Tex., Vernon—City, H. D. Hockersmith, Mayor, receives bids Nov. 29 for construction of sewer line. See Want Section—Bids Asked.

Va., Lynchburg—See Roads, Streets, Paving.

W. Va., Huntington—Ben Robinson, Fifth Ave. Hotel, has contract for storm relief sewer, cost \$36,560.

W. Va., Huntington—City, Homer L. Yeich, Commr. of Streets, receives bids Nov. 28 and Dec. 5 for lateral sewers; A. B. Maupin, City Engr. See Want Section—Bids Asked.

W. Va., Parkersburg—W. E. Stout, Mayor, advises city contemplates expending \$100,000 for sewer works.

Street Railways

Fla., Coral Gables—Building permit for first unit of municipal car barn at 134-146 Muertes Ave. issued; cost about \$20,000. Address City Clerk.

Va., Norfolk—Virginia Electric & Power

Co., 200 E. Plum St., main office Richmond, reported, has \$232,000 available for double-tracking of Bay Shore Line, first work in project begun with the grading of line between Lenox and Ocean View; creosoted ties purchased from Atlantic Creosoting Co.; probably require 3 or 4 months to complete; J. B. Hayes, Supt. of Transportation. 10-6

Telephone Systems

Fla., Gainesville—Graybar Electric Co., Inc., 100 E. 42d St., New York, reported, awarded contract to install Western Electric Co. broadcasting station at University of Florida; cost about \$85,000.

D. C., Washington—Chesapeake and Potomac Telephone Co., A. E. Berry, Pres., 723 Twelfth St. N. W.; will erect 7-story and basement addition and office building, 155x80-ft. L-shaped, main portion 60x155-ft., receive bids about Dec. 1; MacKenzie, Voorhees & Gmelin, Architects, 1325 H St. N. W. 7-15

N. C., Charlotte—Southern Bell Telephone Co., main office, Atlanta, Ga., reported, plans erecting 8-story building for telephone exchange and additional new equipment; cost probably \$1,000,000; construction to begin early next year; American Telephone and Telegraph Co., 952 Hurt Bldg., Atlanta (allied company), now laying underground cable from New York City to Atlanta, with Charlotte office being relay point on line which carries 600 wires.

Tenn., Greenville—Inter-Mountain Telephone Co., Wm. McAnge, Jr., Pres., Bristol, reported, acquired the Greenville Telephone Exchange from Continental Telephone Co., Minneapolis, Minn. (recently purchased); make improvements, install new switchboards, extend lines, etc. 11-10

Tenn., Knoxville—Unification of telephone systems of Southern Bell Telephone and Telegraph Co., Atlanta, Ga., and Peoples Telephone Co. in Knoxville and other Tennessee towns, in which latter company operates under ownership and management of Southern Bell, reported, will be consummated within 2 year period; E. Frank Garratt, Dist. Mgr.

Texas—Postal Telegraph and Cable Co., J. Hargrave, State Supt., Dallas, reported, plans extending system of lines to lower Rio Grande Valley, involve about 250 miles poles and wire.

Texas—Standard Telephone Co. of Texas, George H. Hill, V.-Pres.-Gen. Mgr., offering \$250,000 first mortgage 10 year, 6% S. F. gold bonds (Series A) through P. W. Brooks & Co., 115 Broadway, N. Y. and 60 State St., Boston, Mass.; Company supplies telephone service in 21 communities in northeastern Texas, western Oklahoma and southern Kansas.

Tex., Big Springs—Southwestern Bell Telephone Co., main office St. Louis, Mo., reported, let contract to Robt. E. McKee, El Paso, for erection 2-story and basement, 53x53-ft. telephone building, brick and reinforced concrete, stone trim; heating system to Dallas Heating and Ventilating Co., Alamo St., Dallas; plumbing to A. P. Kasch, and electric wiring to Sun Electric Co., both Big Springs; D. B. Hull, Ch. Engr., Dallas. 11-10

Tex., Dallas—Western Union Telegraph Co., reported, let contract to Watson & Co. for erection warehouse and shop building at 1601 Ross Ave.; 2-story, brick, cost about \$35,000.

Tex., Texline—Mountain States Telephone & Telegraph Co., Denver, Colo., subsidiary of Bell Company, operating in Western and Southwestern States, including New Mexico and Northwestern Texas, reported, has permit to acquire Clayton-Texline Telephone Exchange.

Textile Mills

Ala., Anniston—Utica Knitting Co., Utica, N. Y., reported, acquired plant of the Avalon Knitwear Co.

Ala., Enterprise—L. A. Boyd and J. L. Warren, reported, interested in erection of 10,000 spindle mill; electrically driven; cost \$600,000.

Ga., Augusta—Clausen-Lawrence Construction Co., 1394 Gwinnett St., reported, has contract for addition to Sibley Mfg. Co.'s cotton mill, cost \$10,000.

Ga., Cedartown—Cedartown Cotton and Export Co., Charles Adamson, Pres., reported, interested in establishing new company, to take over property formerly occupied by Barnes Knitting Co.

N. C., Asheville—Biltmore Homespun Industries, Fred L. Seely, reported, enlarge plant, construct 2 story building and boiler room on 27 acre site; 268x40 ft.; cost \$50,000.

N. C., Burlington—Junius H. Harden, reported, announced site has been acquired for first unit of \$8,000,000 rayon plant to be

erected here by Albert M. Johnson, president of the National Life Insurance Co., 231 S. LaSalle St., Chicago, Ill., and associates; Harden Industrial Cities Corporation, reported, chartered under laws of Delaware, with capital of \$2,000,000 and home office here, by Mr. Harden and associates, whose names have not been divulged. 11-10

N. C., Charlotte—Scandinavian Belting Co., reported, has preliminary plans in progress for erection of large addition to present building; Lockwood, Greene & Co., Engrs.

N. C., Gastonia—Julius M. Reis, New York, Pres. of Gastonia Weaving Co., reported, install additional looms in cloth label manufacturing plant.

N. C., Greensboro—J. E. Sirrine & Co., Engrs., Greenville, S. C., are preparing plans for weave shed for Proximity Mfg. Co.; plans not completed; will be sent to contractors in about 10 days.

N. C., Lexington—Lexington Silk Mills, Inc., J. T. Hedrick, Pres., let contract to G. W. Smith for building; 64x298, brick and steel construction, cost \$25,000; will install 144 looms; R. C. Biberstein, Charlotte, Architect-Engr.

N. C., Mt. Holly—J. A. Gardner, 211½ N. Tyson St., Charlotte, has contract to erect building for Carolina Dyeing and Winding Co., Edwin F. James, Pres., Charlotte; R. C. Biberstein, Engr.-Archit., 1614 Elizabeth Ave., Charlotte. 11-17

Okla., Sand Springs—C. F. Burney, V.-P. of Hesslein & Co., Inc., 75 Worth St., New York, operators of Queen Esther Cotton Mill, reported, enlarge mill, increase capacity.

S. C., Greenville—Duncan Mills, R. E. Henry, Pres., reported, install approximately 700 Draper looms.

S. C., Laurens—Watts Mills, Geo. M. Wright, Pres., reported, install number of looms.

S. C., Travelers Rest—Woodward Baldwin Co., reported, will let contract soon for textile mill and 60 employees' houses to cost \$750,000; weave shed, 251x138 ft., 1-story; dyeing and finishing plant, 309x203 ft., 1-story; warehouse, 150x100 ft., to be divided in 3 compartments; J. E. Sirrine & Co., Engrs., Greenville, S. C.

Tenn., Athens—R. C. Leonard and H. B. Walker of Industrial Dept. of Tennessee Power Co., Chattanooga, and S. M. Edelstein, Industrial Engr., Union, S. C., reported, interested in establishment of knitting mill by New England capitalists; community would have to take \$100,000 of stock and proposed company \$150,000.

Tenn., Nashville—J. E. Sirrine & Co., Greenville, S. C., reported, preparing plans for addition to Morgan-Hamilton Mills; addition will be weave shed giving 25,000 sq. ft. of floor space; bids will be opened Nov. 21; following contractors are bidding, Potter & Shackelford, Allen Bldg., Fiske Carter Construction Co., Masonic Temple Bldg., Gallivan Building Co., Gallivan Bldg., and Morris-McKoy Building Co., Finlay Bldg., all Greenville, S. C.

Tenn., Shelbyville—Sidney M. Edelstein & Co., Industrial Engrs., Union, S. C., wires: "Completed arrangements for building of new broad silk plant in Shelbyville; first unit will operate 50 looms and another 50 looms will be added as soon as labor is trained for first unit; this mill will manufacture rayon and pure silk fabrics and in addition to weaving will also do warping and winding; a corporation will be formed under laws of Tennessee; officers will be same as now in Maryland Silk Mills of Paterson, N. J., as this mill will be branch of their Paterson mill." Present officers of Maryland Silk Mill are: J. Weintraub, V.-P.; B. Jaffee, Treas.

Water Works

Details of water works improvements in connection with the many LAND DEVELOPMENT operations will be found under that classification.

Alabama—G. L. Ohrstrom & Co., Inc., New York, offering 15,000 shares, \$6.50 cumulative preferred stock (no par value) for Federal Water Service Corp., 27 William St., New York; Federal Water Service Corp., through its constituent companies, including companies under contract of purchase, supplies water for domestic and industrial purposes to communities in numerous States; among those served are the Flatbush and Woodhaven sections of New York City, Huntington, Glen Cove, White Plains and sections adjacent to Syracuse, N. Y.; Ocean City, N. J.; Wilkes-Barre, Pittston, Punxsutawney, a large area contiguous to Pittsburgh and Chester, which

is suburban to Philadelphia, Pa.; Charleston, W. Va.; Massillon, Ohio; Champaign-Urbana, Streator, Freeport and Sterling, Ill.; Washington, Ind.; Anniston, Bessemer and Decatur in the so-called Birmingham district, Ala.; Fresno, Stockton and Bakersfield, Cal.; Salem, Ore.; and Vancouver, Wash.

Ark., Camden—McEachin & McEachin, Home Ins. Bldg., Little Rock, reported, constructing 6 and 8-in. water mains as portion of program of improvements of Arkansas Power and Light Co., Little Rock; W. C. Waddell supervising work.

Fla., Floranada—City, C. B. Baker, Mgr., reported, contemplating construction of water works system; cost \$125,000.

Ky., Ashland—Ashland Water Works, W. S. Patton, Mgr., reported, let contract to Hatfield Construction Co., 722 14th St., Huntington, W. Va., at \$24,485, for construction of reservoir in Gartin Additions.

Ky., Lawrenceburg—City Clerk, reported, vote on \$15,000 bond issue for installing dam. See Financial News—Bond Issues Proposed.

La., New Orleans—Lasker Iron Works, 3701 S. Lincoln Ave., Chicago, reported, has contract for 3 boilers for sewerage and water board's power station; Air Preheater Corp., Wellsville, N. Y., for induced draft fans and preheaters; Graham Engineering Co., Godchaux Bldg., for pulverizers and burners; cost \$460,000. 11-13

Md., Towson—Baltimore County Commrs., John R. Haut, Ch. Clerk, receive bids Dec. 12 for excavation and laying water mains and appurtenances in English Consul, Stoneleigh, Gray Manor and Falls Rd., Sollers Point Rd., Turners Station, Rosemont and Middle River; A. E. Walden, Ch. Engr. See Want Section—Bids Asked.

Miss., DeKalb—City, W. D. Hopper, Mayor, will expend \$30,000 for installing complete water works system, 6-in. main approximately 2½ miles long, other supply 4-in. by 2-in.; now making survey, will call for bids about Dec. 5; plans with City Engr. 11-17

N. C., Charlotte—R. L. Brown, Commissioner Public Works, advises work of laying 8-in. water mains will be done by city forces. 11-17

N. C., Franklinton—City plans voting on \$68,000 water works bonds. See Financial News—Bond Issues Proposed.

N. C., Walnut Cove—J. R. Voss, Town Clerk, considering bond issue for water and electric systems. See Financial News—Bond Issues Proposed.

Okla., Bristow—City, reported, approved bond issue for water works, sewer and white way system. See Financial News—Bond Issues Sold. 11-17

Okla., Cheyenne—City, F. G. Brown, Clerk, will construct 6 mi. 4-in. cast iron pipe and distribution mains 8-in. and smaller; also construct concrete storage reservoir and collecting basin; S. C. Clark, Engr., 1110 N. Indiana St., Oklahoma City.

Okla., Tecumseh—City, M. M. Henderson, Mayor, will vote on \$50,000 bonds for extension of water works and sewer system. See Financial News—Bond Issues Proposed. 10-27

Okla., Wewoka—City, reported, let contract to Standard Paving Co., 1742 E. Sixth St., Tulsa, for water and sewer improvements.

S. C., Saluda—Harwood-Beebe Co., Engrs., Montgomery Bldg., Spartanburg, advise preliminary surveys have been made for installation of water works and sewer system; probably construct filter plant, water distribution system and sewage collection system; probably call for bids early in January; \$170,000 available.

Tenn., Johnson City—City, reported, plans doubling capacity of reservoir on Reservoir Hill as result of recommendations made by State Inspection Bureau; probably receive bids Dec. 10 for fire hose and other equipment.

Tex., Amarillo—See Gas and Oil Enterprise.

Tex., Brownsville—City, A. B. Cole, Mayor, reported, expend \$25,000 for improving filtration tank; J. S. Williams, City Engr.

Tex., Kemah—Utilities Construction Co., Inc., Houston, reported, construct \$10,000 water works system for Kemah and Seabrook; erect 100-ft. tower to supply system.

Tex., Lufkin—City, reported, let contract to Chicago Iron and Bridge Works, Old Colony Bldg., Chicago, at \$24,450 for erection of steel water tower with concrete foundation.

Tex., Olmito—Al Parker Securities Co., A. F. Parker, Pres., will expend \$25,000 for erecting storage reservoir, pumping plant

and filtration plant; construction by own engineering department; machinery has been purchased.

Tex., Rotan—Hawley & Roberts, Cotton Exchange Bldg., Fort Worth and Lubbock, reported, have plans for installing water and sewer systems in city.

Va., Colonial Heights (P. O. Petersburg)—Town, George N. James, Mayor, receives bids Dec. 6 for materials, equipment and constructing water work system; J. B. McCrary Engineering Corp., Engrs., Atlanta, Ga. See Want Section—Bids Asked.

Va., Shenandoah—See Electric Light and Power.

W. Va., Grafton—City, Thomas M. Cather, Mayor, reported, receives bids about Jan. 15 for \$93,000 filtration plant; John M. Rice, Const. Engr., Oliver Bldg., Pittsburgh, Pa.

Woodworking Plants

Miss., Canton—Pearl River Valley Hardwood Co., remodeling major portion of plant, dry kilns each 22-ft. wide, 22-ft. long; most modern in dry-kiln construction; installing new electrical equipment, consisting of 500-kw. mixed turbine with switch, boiler, condenser and motor; preliminary work for construction of modern creosote plant begun; new dwellings will be constructed; improvements to be completed by March 1, 1928; Dwight P. Robinson Co., Inc., Const. Engr., 125 E. 46th St., New York City. 7-7

N. C., Lexington—Carolina Panel Co., reported, acquired 4.56 acres on W. Center St., plans erecting industrial plant, soon award contract. 10-13

N. C., Randleman—J. J. Harper of Bennett, reported, erect modern plant, move from Bennett; manufacture cane bottom chairs.

Tex., Wichita Falls—Orville Bullington, 601 Filmore St., reported, soon let contract for erection of 125x150-ft. building at 300 Ohio Ave.; cost about \$30,000; to be occupied by Taylor Wheel and Body Works, 212 Ohio St.; Warren Roberts, Archt.

Va., Winchester—Factory Buildings Corp., H. B. McCormac, Pres., reported, plans erecting \$50,000 plant to be leased to H. H. Jennings (formerly with R. J. Funkhouser, Hagerstown, Md.) and associates, for chair factory, probably install about \$50,000 equipment; H. H. Jennings, advises: "Corporation to be known as Acorn Manufacturing Co., incorporated under laws of Delaware; erection of building taken care of by Winchester contractor; will not be in market for anything except retools; plans to be in operation by Feb. 1, 1928." See Want Section—Machinery and Supplies.

FIRE DAMAGE

Ala., Evergreen—Mixon Mercantile Co.'s store; Tallaferry Warehouse; Evergreen Motor Co.'s building; loss \$150,000.

Ala., Moundville—Will Beckham's residence; loss \$10,000.

Fla., Miami—Fuzzard Hardware Co.'s building, 110-12 W. Flagler St.; Miami Barber Supply Co.'s building; loss \$10,000.

Ga., Milledgeville—Pottery plant of Stevens Co., Inc., Walter S. Stapler, Pres.; loss \$50,000.

Ga., Register—Register Mercantile Co.'s store, operated by W. W. Oiliff; loss \$10,000.

Ky., Constantine—Lotus Lucas' residence; loss \$9000.

Ky., Ravenna—Residence occupied by Rev. W. L. Hutton, owned by McKinley Cox; Dr. Cockerham's residence; loss \$8000.

Md., Baltimore—Newhoff Co.'s furniture store, 415 N. Howard St.; loss \$100,000.

Md., Baltimore—Reliable Store Fixtures Co. and Baltimore Store Fixtures Co.'s buildings, 7 and 9 Harrison St.; loss \$50,000.

Miss., Greenville—Wilzin Bldg., housing offices of Edward Holland & Co., cotton buyers, etc.; loss \$100,000.

Miss., Kingston—Jim O'Kelly's barn.

S. C., Chester—Sam Simpson's mercantile building on Chester-Grant Falls Highway.

Miss., Minter City—J. K. Townes' residence, Palo Alto Plantation near Minter City.

Miss., Sandersville—Hardwood Lumber Co.'s sawmill; loss \$10,000; D. R. Sanders, Owner.

Mo., Queen City—Building occupied by Vanlaningham Variety Store and Carl Smith's barber shop and beauty shop; also Wm. West Furniture Store, J. C. Patterson & Son's building, Fred Shelton's store; loss \$20,000 to \$25,000.

N. C., Burnsville—Miller Hotel. Address The Proprietor.

N. C., Marshall—Wade Redmon's residence near Marshall; loss \$20,000.

N. C., Rocky Mount—Planing mill of the Atlantic Coast Line, Emerson shop at South Rocky Mount; loss \$35,000.

N. C., Statesville—J. A. Hartness' residence, N. Center St.; loss \$20,000.

N. C., Wrightsville Beach—Cottages of Henry Falter, Frank B. Beane, Mrs. T. H. Stanton and M. J. Corbett; loss \$40,000.

Okla., Earlboro—Twin State Oil Co.'s plant; loss \$150,000.

Okla., Edmond—Riley Memorial Methodist Church; Rev. Geo. Fenn, Pastor; loss about \$18,000.

Okla., Gore—Evans & Son's store and warehouse, owned by Mrs. L. Plumly, Tahlequah; loss \$15,000.

Okla., Hockerville—Grove Hotel owned by J. P. Hahn; loss \$12,000.

Okla., Oklahoma City—Oklahoma County Home for Dependent Girls. Address County Board of Commrs.

S. C., Greenville—Howard & Talley erect 3 dwellings and garages, 15-17 Elm and 24 Otis Sts.; cost \$5500 each.

S. C., Lexington—Dr. G. F. Roberts' residence near Lexington.

Tenn., Nashville—Roland Arteman's residence owned by J. W. Atkinson; loss \$8000.

Tenn., Union City—Mrs. N. E. Beck's residence; loss \$5000 to \$8000.

Tex., Bolivar—Baptist Church; address The Pastor; barns of Charley Mason and Will Harberson; loss \$10,000.

Tex., Byers—W. C. Murray Mercantile Store; loss \$28,000.

Tex., Houston—Residences of J. Lavender, 1712 W. Webster St., and Alice King, 922 Andrews St.; also store and residence of Fred Reeves, 929 Andrews.

Tex., Navasota—Plant of Navasota Gin Co.; loss \$12,000.

Tex., San Marcos—Carl Smith Gin on Blanco River; loss \$10,000.

Tex., Tyler—Branch packing plant of Jacob E. Decker & Sons, loss \$30,000, building owned by Taylor, Boon & Wadell.

Tex., Wichita Falls—J. C. Penney Co.'s store, Hahaney's Cafeteria.

Va., Buchanan—F. Z. Hyde's pin factory.

Va., Scottsville—L. L. Hayman's saw and planing mill; building on Lumber St. owned by C. C. Harris, Sr.

W. Va., Reynoldsdale—Laughlin Coal Co.'s building; loss \$25,000.

BUILDING NEWS

BUILDINGS PROPOSED

Association and Fraternal

Ala., Mobile—J. W. Weber, Pres., Orthodox Jewish Charity Federation, is interested in \$25,000 Hebrew Association building.

Ga., Atlanta—Atlanta Post, American Legion, Frank Kempton, Commdr., inaugurate \$200,000 campaign in March for clubhouse, Piedmont Park; \$100,000 for building, remainder for endowment; Roy LeCraw, Chmn., Bldg. Comm., Healey Bldg. 4-20

Md., Hagerstown—Benevolent Protective Order of Elks remodel and enlarge building; 3-story brick addition in rear; enlarge Palace Theater, motion-picture theater; cost \$50,000.

Va., Hopewell—Hopewell Amusement Corp. having plans drawn by E. L. Edwards, Hopewell, and Fred A. Bishop, Petersburg, and Electric Bldg., Richmond, for 2-story building, Main St.; motion picture theater to seat 800 to 1000 on first floor. 9-1

Bank and Office

Ala., Mobile—Alabama State Docks Commission, State Office Building, has low bid from Jas. W. Eley, Brent Bldg., Pensacola, Fla., for office building. 10-27

Fla., Tampa—Tampa Board of Trade, F. P. Taliaferro, 3d, member, remodel Castle Hall for quarters; cost \$10,000; may provide auditorium to seat 300 with removable seats and portable platform. 11-10

La., Monroe—Following contractors estimating on \$80,000 to \$100,000 Peoples Home-stead and Savings Assn. building, bids Dec. 5: W. C. Salley, Ouachita Bank Bldg.; Lee Ellis; Geo. C. Love, 500 L St.; Frank Masling, 1310 S. Grand St.; J. H. Leveck & Sons, all Monroe; Sandquist & Snow of Louisiana, Inc., Alexandria. 11-10

Md., Baltimore—Baltimore Trust Co. selected Herman F. Doeleman, 516 Charles St., as structural engineer for \$2,000,000 building, Baltimore, Light and Redwood Sts.; Taylor & Fisher, Union Trust Bldg., and Smith & May, Calvert Bldg., Asso. Architects. 7-7

Md., Baltimore—Park Bank, Webster Bell, Pres., Lexington and Liberty Sts., have plans ready in about 1 month for branch bank, store and office building, Charles St. and North Ave.; 2 stories, 38x80 ft., masonry, probably stone; Henry Powell Hopkins and Allan C. Burton, Archts., 347 N. Charles St.; Van R. P. Saxe, Engr., Knickerbocker Bldg. 7-7

Md., Easton—Isla Corp., care W. Herman Hopkins, remodel Moreland Bldg.; third floor for apartments; plans new building similar to Moreland Bldg. 7-7

Miss., Greenville—Joel Wilzin, Rental Agt. for Wilzin Bldg., rebuild structure damaged by fire at \$100,000 loss. 7-7

Mo., Sedalia—Third National Bank, Henry Harris, Jr., Pres., reported, considers \$250,000 bank and office building. 7-7

Tenn., Franklin—Mrs. Margaret C. Watson erect brick and concrete office building, Fourth Ave., South; 4 stories, composition shingle roof. 7-7

Tex., Fort Worth—Fort Worth Properties Co., John T. Jones, Pres., 600 W. Tenth St., erect \$1,000,000 Electric Bldg., 7th and Lamar; 18 stories; basement and first 5 floors leased to Fort Worth Power and Light Co.; other floors for general office use; plans probably ready within 60 days; Wyatt C. Hedrick, Inc., Archt., First Natl. Bank Bldg., advises elevations and floor plans are not completed. Company plans other structures later. 7-7

Tex., Ramkin—First State Bank plans building. 7-7

Tex., Seymour—First National Bank remodel building; new front, brick walls, roof and tile floors; Voelcker & Dixon, Archts., Kahn Bldg., Wichita Falls. 7-7

Va., Gloucester—Bank of Gloucester erect addition at rear of building; 30 feet deep. 7-7

Churches

Ark., Mountain Home—Baptist Church, Rev. W. M. Cooper, Pastor, having plans drawn by Sunday School Board, Southern Baptist Convention, Nashville, Tenn., for \$15,000 stone building; 1 or 2 stories. 11-10

D. C., Washington—St. Paul's M. E. Church, Carl Wyatt, Chmn., Bldg. Comm., 5802 Sixteenth St. N. W., having plans drawn by H. W. Cutler, 1800 E St. N. W., for \$100,000 church and Sunday school; 1 story and basement, stone or brick. 3-10

Fla., Madison—Baptist Church start work in few days on \$15,000 Sunday school; interlocking tile, 38x81 ft. 11-10

Fla., Tenn.—Bayshore Baptist Church, Rev. Geo. Hyman, Pastor, laying foundation for first unit of \$160,000 building, Dekle and Howard Aves., and will let gen. contract at once; \$10,000 pipe organ; furnishings, equipment, etc., \$10,000; B. C. Bonfoey, Archt., 312½ Twigg St. 7-21

Ga., Atlanta—Hebrew Benevolent Congregation, Nathan H. Saltzman, Pres., 1025 St. Charles Ave. N. E., reported, considers \$350,000 synagogue and community building. 11-10

Ga., Thomasville—First Baptist Church receives bids Dec. 15 for brick, steel and concrete building; cost \$85,000, long-span steel beams and columns, 3 stories, 100x150 ft., pine floors, concrete footings, composition roof; furnishings, equipment, etc., \$15,000; N. Sargent Hamilton, Archt., Sans Souci Studio, Atlanta. 11-3

Ky., Louisville—Fourth Avenue Presbyterian Church, Dr. Chas. W. Welch, Pastor, remodel church and parish house; cost about \$100,000. 8-11

La., Baton Rouge—First Christian Church erect \$25,000 building, Laurel and Menard Sts.; brick and stucco. Address The Pastor. 8-11

La., Crowley—Presbyterian Church, Rev. W. F. Creson, Pastor, plans \$75,000 building. 10-27

Md., Mount Washington, Baltimore—St. Johns P. E. Church receives bids Nov. 29 for English Gothic type church and parish house, South and Kelly Aves.; 273,000 cu. ft.; cost \$100,000; Wyatt & Nolting, Archts., Keyser Bldg.; following contractors estimating: Henry Smith & Sons Co., Munsey Bldg.; Thos. Hicks & Sons, Inc., 106 W. Madison St.; Tase-Norris Co., Inc., 903 Cathedral St.; L. L. Chambers, Inc., 36th St. and Roland Ave.; Chas. L. Stockhausen & Co., Gay and Water Sts.; Henry A. Knott & Sons; Ralph MacMurray, 9 E. Pleasant St.; Lewis R. Andrews; Wm. H. Sands, Pennsylvania Ave.; Towson; Willard E. Harn Co., Inc., 2314 Oak St.; Smith & O'Brien, 532 N. Calvert St. 10-27

Md., Kansas City—College Avenue Baptist Church, 13th St. and College Ave., Rev. Paul A. Friedrichsen, Pastor, erect \$25,000 first unit of building, 39th St. and Monroe Ave.; 2 stories and basement, brick, auditorium seat 250. 10-27

N. C., Boone—Boone Baptist Church plans building. Address The Pastor. 10-27

N. C., Charlotte—Myers Park Presbyterian Church will have plans ready Nov. 26 for bids on first unit of \$250,000 structure; cost \$100,000; native stone, Old English slate roof, vacuum system steam heat; J. W. McMichael, Archt., Builders Bldg., Charlotte; Meyer & Mathieu, Asso. Archts., 316 Flatbush Ave., Brooklyn, N. Y. 10-6

Tex., Austin—Central Christian Church have plans ready about Nov. 25 for bids on concrete frame, brick and stone Sunday school; 2 and 3 stories; R. L. White, Archt., Austin; Ralph H. Cameron, Assoc. Archt., City Natl. Bank Bldg., San Antonio. 8-11

Tex., Bartlett—Baptist Church, Rev. C. E. Eskridge, Pastor, plans \$35,000 building. 8-11

Tex., Dallas—Church of the Incarnation, Rev. C. E. Snowden, Rector, plans \$300,000 main auditorium in several years. 8-11

Tex., Fort Worth—Wyatt C. Hedrick, Inc., First Natl. Bank Bldg., reported, drawing plans for \$175,000 church. 8-11

Tex., Plainview—Catholic Church, Rev. K. K. Krukert, Pastor, erect building. 8-11

Va., Richmond—Meade Memorial P. E. Church plans building, Cowardin Ave. and Bainbridge St. Address The Pastor. 8-11

Va., Richmond—Randolph Street Baptist Church, Rev. W. E. Robertson, Pastor, purchased site, Idlewood Ave. near Robinson St. 8-11

City and County

Ark., Booneville—Logan County Quorum Court, Roy Blair, County Judge, appropriated \$90,000 for courthouse. 8-11

Fla., DeFuniak Springs—Walton County erect \$35,000 jail; brick and stone; Warren, Knight & Davis, Empire Bldg., Birmingham, Ala., and Chandler C. Yonge, American Natl. Bank Bldg., Pensacola, Fla., Asso. Archts. 11-10

Fla., Miami—City complete dance patio, municipal golf course; cost \$10,000; Russell Panceast, Archt., Masonic Bldg. 11-10

Fla., Moore Haven—Glades County Board of Commrs. erect \$150,000 courthouse; E. C. Hosford Smith, Archt., Harden Bldg., Lakeland. 11-10

Fla., Orange City—City, P. D. Woods, Clk., votes Nov. 29 on \$75,000 city hall and fire dept. bonds. 9-15

La., Morgan City—City, A. B. O'Brien, Clk., receives bids Dec. 1 to reconstruct and repair public market building and city hall building; plans and specifications on file at office City Engr. 10-27

Miss., Bay St. Louis—Town Council, Mr. Blaise, Mayor, receives bids Dec. 3 for fire engine house, firemen's hall, keeper's quarters and city truck shed; rein. concrete foundation, composition and tile roof, sanitary flooring, millwork; plans and specifications from office Mason & Spork, Archts., Vincent Bldg., New Orleans, La.; following contractors estimating: Frank Buhler; Wm. Lisanj; A. B. Day; Ed. Osborne; Frank Raymond, all Bay St. Louis; John T. McDonald, Pass Christian, Miss.; Geary-Oakes Co., Inc., Queen and Crescent Bldg., New Orleans, La. 10-27

Miss., Hattiesburg—Mayor and City Commissioners receive bids Nov. 26 for recreation building, Hawkins Playground; plans and specifications from E. C. Hearon & Sons, Archts., 701 ½ W. Pine St. 10-27

Miss., McComb—Board of Mayor and 10-27

Aldermen receives bids Dec. 6 for fire station and firemen's dormitory building; cost \$20,000; brick, 2 stories; plans and specifications from J. Howard Ryan, Archt., Summit, Miss.; H. A. Mentz, Consit. Engr., Hammond, La. 10-20

Miss., Ripley—Tippah County Board of Commrs. may erect courthouse and jail. 10-20

Miss., Tupelo—Lee County defeated \$50,000 jail bonds. 10-20

Mo., Independence—City votes Dec. 12 on \$75,000 fire dept. bonds. Address City Commission. 10-20

Mo., Poplar Bluff—Butler County voted \$265,000 courthouse and jail bonds; 4 stories Archts., 304 S. Wabash Ave., Chicago, Ill. 10-6

N. C., Charlotte—City, Dr. John Hill Tucker, Chmn., Park and Recreation Comsn., erect clubhouse, municipal golf course. 10-6

Okla., Pawhuska—Osage County considers \$90,000 addition to courthouse. Address County Commrs. 10-6

Okla., Tulsa—City votes Dec. 6 on \$2,000,000 bonds, including \$110,000 for 3 fire stations and \$25,000 for detention hospital. 10-6

Tenn., Chattanooga—City Commission considers providing space for municipal court and city prison; may expend \$20,000 to remodel old school building. 10-6

Tenn., Memphis—Shelby County Institutions Commission selected Hanker & Cairns as architects for \$200,000 workhouse near Mullins Station. 10-20

Tex., Coleman—City Commission may issue city hall bonds. 10-20

Tex., Crane City—Crane County Board of Commrs. erect \$30,000 courthouse and jail, Main St.; 2 stories, 46x60 ft., frame, metal lath and stucco; jail 24x32 ft., 4 cells, rein. concrete; bids in. 10-20

Tex., Dallas—Dallas County Board of Commrs. has low bid at \$68,100 from Bennett Printing Co. for equipment for \$600,000 Hall of Records; Lang & Witchell, Archts., Amer. Exchange Bldg.; Crisman & Nesbit, Contrs., Lansing Bldg. 9-29

Tex., Eastland—Eastland County, Ed S. Pritchard, Judge, approved plans and about ready for bids on brick, stone and rein. concrete courthouse, cost \$300,000, 6 stories and basement; Lang & Witchell, Archts., American Exchange Bldg., Dallas. 10-6

Tex., Houston—City, J. C. McVea, City Engr., having plans drawn by J. G. McKenzie of City Engineering Dept., for \$400,000 farmers' market, Smith and Texas Aves.; 3 buildings; 310x58 ft., 365x36 ft., and 252x36 ft.; rein. concrete. 10-6

Tex., New Braunfels—Comal County, Carl Roeper, County Judge, receives bids Nov. 28 for remodeling District Court Room; plans from office Mr. Roeper or from Leo M. J. Diemann, Archt., 306 E. Commerce St., San Antonio, Tex. 10-6

Tex., Pittsburg—Camp County Commissioners' Court, Judge Jor R. Hooton, County Judge, considers \$75,000 courthouse. 10-6

Tex., San Antonio—City Commission start work in a few days on \$300,000 stadium to be called Tobin Memorial Stadium; seats to be carved in tiers from rock walls of quarry; sod floor with Bermuda grass. 10-6

Tex., San Antonio—Bexar County, W. S. Kendall, County Auditor, receives bids Nov. 25 for 2 steel partitions in colored section of jail. 10-6

Tex., San Antonio—Bexar County erect power house addition, poor farm; 1 story, 26x56 ft., concrete foundation, struct. steel, metal lath, cement plaster walls; Phelps & DeWees, Archts., Gunter Bldg. 10-6

Tex., Texas City—City, E. L. Noble, Mayor, erect \$100,000 concrete frame city hall and auditorium; brick and stone trim, 2 stories, 82x173 ft., wood and cement floors, concrete foundation, tile and composition roof; Page Bros., Contrs., Austin Natl. Bank Bldg., Austin, drawing plans. 11-10

Tex., Vernon—Voelcker & Dixon, Archts., Kahn Bldg., Wichita Falls, reported, drawing plans for \$250,000 courthouse. 11-10

Va., Hopewell—City Council opens bids on Dec. 6 for jail; \$25,000 bonds voted; M. T. Scheffer, Archt., Richmond. 9-22

Dwellings

Ala., Bessemer—Ellis G. Terry, 1704 Arlington Ave., to erect brick residence; 2 stories; Turner & McPherson, Archts., Martin Bldg., Birmingham. 10-27

Ark., Little Rock—R. A. Thiemle, 2201 Wright Ave., remodel and erect addition to residence; frame, 2 rooms, composition shingle roof; Claude A. Ferrell, Archt., 308 ½ W. Second St. 10-27

Ark., Turrell—O. L. Sanders considers erect- 10-27

ing Colonial residence; brick and stone, 2 stories and basement, oak floors, composition shingle roof.

D. C., Washington—Porter & Lockie, Archts., 1800 E St. N. W., completed plans for Colonial dwelling; stone, 2½ stories; bids in.

D. C., Washington—B. Stanley Simmons, Archt., 1722 H St. N. W., drawing plans for \$75,000 English type dwelling, Massachusetts Ave. and 30th St., N. W.; stone, 2½ stories.

D. C., Washington—L. E. Breuninger & Sons, Colorado Bldg., erect \$22,000 dwelling, 7516 Morningdale Drive N. W.; 2 stories, brick; owner builds.

D. C., Washington—Catherine M. Carroll, 721 Lawrence St. N. E., has \$14,000 permit for brick residence, 701 Morrison St. N. E.; 2 stories.

D. C., Washington—W. A. Hill Co., 730 17th St. N. W., has \$35,000 permit for brick dwelling, 2443 Kalorama Road N. W.; 2 stories.

D. C., Washington—Chas. M. Miller, 1732 P St. N. W., has \$10,000 permit for 2 brick dwellings, 3410-12 20th St. N. E.; 2 stories.

D. C., Washington—Miss Myrtle Taylor, 2100 I St. N. W., has \$12,000 permit for 2 frame and brick dwellings, 2936 Brandywine St. N. E.; 2 stories.

Fla., Coral Gables, Miami—Durrett Properties, Inc., erect \$12,000 dwelling and garage, 1234 Capri St.

Fla., Daytona Beach—Harry Lean erect dwelling near Southern Baking Co.'s plant; additional dwellings if demand warrants.

Fla., Sarasota—Wm. M. Bird, Jr., Vice-Pres., Alabama Pipe Co., 122 S. Michigan Ave., Chicago, Ill., selected Thos. Reed Martin as architect for \$50,000 to \$75,000 residence, Indian Beach; probably call for bids in January.

Ga., Atlanta—Dr. Floyd McRae, 436 Peachtree St., erect \$70,000 residence, Andrews Dr. and Habersham Rd.; stucco, 2 stories and basement, tile and marble work, slate roof, steam heat; Hentz, Adler & Schultz, Archts., Candler Bldg.; plans about ready.

Ga., Atlanta—W. S. McCurdy, 579 Seminole Ave. N. E., erecting \$10,000 brick residence, Cornell Rd., Druid Hills.

La., New Orleans—Chas. Reith, 732 Perdido St., erect 2 duplexes, Apricot and Monroe Sts.; total cost about \$10,000.

La., New Orleans—Jas. P. Buler, Pres., Canal Bank & Trust Co., remodel residence, 1662 State St.; 2 stories, 90x150 ft., stucco; cost \$15,000.

La., Shreveport—S. & L. Construction Co. erect 2 six-room dwellings, 600 block Wyandotte St.; total cost about \$10,000.

Md., Baltimore—Plaza Construction Co., Munsey Bldg., erect 36 brick dwellings, 400 block Elsinor Ave.; 2 stories; total cost \$108,000.

Md., Baltimore—Benj. Kleiman, Builder, Calvert Bldg., erect about 20 brick dwellings, west side Seventh St. and east side Sixth St.; 2 stories.

Md., Baltimore—Carey W. Lindsey, 2104 Park Ave., erect \$19,000 brick residence and garage, 4609 Springlake Way.

Md., Baltimore—John Medinger, Cathedral and Biddle Sts., erect \$18,000 stone residence and garage, 201 Taplow Rd.

Md., Baltimore—Geo. W. Wilkinson, Sr., 1033 Edmondson Ave., erect 2 block dwellings, 707-09 Dryden Drive; 2 stories, 27x30 ft., slate roofs, hot water heat; total cost \$15,000; H. C. Alken, Archt., Blythwood Rd.

Md., Catonsville—Baltimore—Frank Geiss erect residence, Mount Ridge.

Miss., Jackson—Tom S. Bratton erect \$11,000 residence; brick veneer, 1 story, 64x50 ft., wood floors, composition shingle, steam heat.

Mo., Kirkwood, St. Louis—John Hughes, care Wm. P. McMahon, Archt., 719 Buder Bldg., erect \$15,000 residence; brick, 2 stories and basement, oak and yellow pine floors, tile baths, slate roof, stone foundation; bids in.

Mo., St. Louis—Nolte & Nauman, Archts., 614 Fullerton Bldg., drawing plans for 3 dwellings, Normandy Groves; brick, 2 stories and basement, 35x29 ft., 34x26 ft. and 35x25 ft., oak floors, tile baths, asphalt shingle and slate roofs, stone porches, hot water heat.

Mo., University City, St. Louis—Fredk. Van Ness, care John B. Paulus, Archt., 4729 Northland Ave., erect brick residence, St. Louis County; 2 stories and basement, 30x31 ft., oak floors, concrete foundation, composition roof, tile bath.

Mo., University City, St. Louis—Arthur S. Patten, 4932 Forest Park Blvd., erect \$20,000 residence, Midvale Ave.; brick, 2 stories and basement, 43x49 ft., oak floors, concrete or

stone foundation, Flintkote asbestos shingle roof, vapor heat; furnishings, equipment, etc., \$6000; Clarence A. Koenig, Archt., 2036 Russell Bldg., St. Louis; bids in.

N. C., Winston-Salem—Burge-Loyd Building Co., 14 W. Third St., plans dwellings.

N. C., Winston-Salem—O. W. Carroll, City Market, erect 9-room residence, Irving St.; cost about \$10,000.

N. C., Winston-Salem—Ralph M. Stockton, 1229 Shallowford St., erect \$12,000 residence and garage, Oaklawn Ave.; 9 rooms, frame, copper-clad roof.

N. C., Winston-Salem—Ralph M. Stockton, 1229 Shallowford St., erect \$12,000 residence and garage, Oaklawn St., near Spring Garden St.

N. C., Winston-Salem—C. H. Jones, E. Third St., erect 5 dwellings, 14th St.; total cost \$20,000.

Okla., Tulsa—Herbert Mason, Atlas Life Bldg., erect country residence.

Okla., Tulsa—Dr. S. R. Norman erect brick residence, 2327 E. Admiral Place; cost about \$10,000.

Okla., Tulsa—J. H. Whitaker, 1207 S. Utica St., erect \$19,000 brick residence, 1376 E. 26th St.; 2 stories.

S. C., Greenville—A. L. Straus, care Meyers-Arnold Co., 111 N. Main St., erect \$22,000 residence; brick, 2 stories; W. R. Ward, Jr., Archt., Walker Bldg.; bids in.

S. C., Greenville—Dr. Will Fewell, Jervey-Jordan Bldg., erect residence, Alta Vista; cost about \$6,000.

S. C., Ridgeland—J. F. Harris, New York, purchased 3000-acre tract near Ridgeland; rebuild residence, erect water and light plant, landscape, etc.

Tenn., Chattanooga—Harry Rosenbaum erect \$20,000 brick veneer residence, 1412 Cherokee Road.

Tenn., Memphis—Mrs. H. S. Coburn remodel residence, Goodbar and Roland Sts.; Estes W. Mann, Archt., Cotton Exchange Bldg.; copper shingle roof, painted brick veneer; day labor.

Tenn., Memphis—John R. Kinnie, 20 S. Second St., erect wide siding residence and garage, Williamson subdivision; 1 story and basement, about 30x50 ft., oak floors, composition roof, tile bath, hot water heat; Polk W. Agee, Archt., 1315 Fidelity Bank Bldg.

Tenn., Memphis—Hubert T. McGee, Archt., 801 Fidelity Bank Bldg., plans stone residence and garage, Chickasaw Gardens; stone, 2 stories and basement, oak floors, slate roof, tile bath, steam heat.

Tenn., Memphis—Horace Smith, 2200 S. Parkway East, erect brick veneer and stucco residence and garage, Chickasaw Gardens; 2 stories and basement, 28x48 ft., oak floors, composition shingle roof, tile bath, hot water heat; Polk W. Agee, Archt., 1315 Fidelity Bank Bldg.

Tex., Beaumont—H. Globler, 1404 Grand St., erect 3 dwellings, Long addition; total cost \$12,000.

Tex., De Rio—Dutch Marlow received bids Nov. 24 for hollow tile and stucco residence; 1 story, 9 rooms, 2 baths, concrete foundation; Beverly W. Spillman, Archt., Alamo Bank Bldg., San Antonio.

Tex., Fort Worth—H. L. Noel erect 9 brick veneer dwellings, 3500 blocks Baldwin and Fifth Sts.; cost \$4500 each.

Tex., Fort Worth—J. S. Pool, 2223 Harrison St., erect 3 frame dwellings, 3703-3724 Calmont and 3716 Malvey Sts.; total cost \$13,500.

Tex., Galveston—Cedar Lawn Co., Clark W. Thompson, Sec.-Mgr., City Natl. Bank Bldg., erect number dwellings, connection with development.

Tex., Harlingen—Chas. H. Baxter, Medical Arts Bldg., San Antonio, plans country residence on 74-acre tract near Arroyo Country Club.

Tex., Houston—D. F. W. Michaux, Montrose Apts., erect stucco residence, Southmore Blvd.; 2 stories 55x50 ft., hardwood floors, concrete foundation, asbestos roof; bids in. Address Louis P. Josseland, Archt., 423 F St., Natl. Bank Bldg. See Want Section—Building Material and Equipment.

Tex., Houston—J. G. Johnson, 228 Sidney St., erect 2 duplexes and garages, 1916 W. Dallas St., Temple Terrace; brick veneer, 10 rooms, 2 stories, 2 baths; total cost \$17,000.

Tex., Jacksonville—C. C. Nicholson, P. O. Box 124, plans Spanish type residence; hollow tile and stucco, concrete.

Tex., Nacogdoches—Thos. E. Baker erect \$12,000 to \$15,000 residence; Cornell G. Curtis, Archt., 1603 Post-Dispatch Bldg., Houston; plans completed.

Tex., Nacogdoches—Dr. Geo. P. Campbell

erect \$12,000 to \$15,000 residence; Cornell G. Curtis, Archt., 1603 Post-Dispatch Bldg., Houston; plans completed.

Tex., Nacogdoches—I. L. Sturdevant erect \$12,000 to \$15,000 residence; Cornell G. Curtis, Archt., 1603 Post-Dispatch Bldg., Houston; plans completed.

Tex., Raymondville—W. G. Hecht erect frame and stucco residence; D. C. Ray-bourne, Archt.

Tex., San Antonio—Dr. M. A. Forbes, Medical Arts Bldg., erect \$15,000 residence, Oakmont addition; brick and rein. concrete, 2 stories.

Tex., San Antonio—Robt. S. Yantis, 1915 San Pedro St., erect \$30,000 to \$35,000 residence, E. Rosewood and Shook Aves., Oakmont; Spanish type, 2 stories, 3 baths, 3-car garage and servants' quarters; Harvey P. Smith, Archt., Natl. Bank of Commerce Bldg.; John Westerhoff, Contr., 524 School St.; plans ready about Dec. 17 for mechanical and sub-bids.

Tex., San Antonio—W. Martinez, 701 S. Leona St., has low bid at \$16,340 from J. M. Oldham for residence; Seutter & Simons, Archts., Builders Exchange.

Tex., San Benito—Stanley Dodds erect \$25,000 residence; Spanish type, hollow tile and stucco, 2 stories, 8 rooms, concrete foundation; Harvey P. Smith, Archt., Natl. Bank of Commerce Bldg., San Antonio, and care R. O. Dietert, Alaska Bldg., San Benito.

Tex., San Benito—Fred Weidgartner erect \$30,000 residence; Spanish type, hollow tile and stucco, 2 stories, concrete foundation; Harvey P. Smith, Archt., Natl. Bank of Commerce Bldg., San Antonio, and care R. O. Dietert, Alaska Bldg., San Benito.

Va., Roanoke—Mrs. D. A. Dyer, Mountain Trust Bldg., erect \$10,500 brick-veneer residence, 320 Cornwallis Ave.

Va., Tenn., Bristol—W. J. Cahill, Columbus, Ohio, purchased H. E. Graves residence, Euclid Ave.; expend \$20,000 to remodel and re-landscape; new floors, garage, driveway.

Government and State

Ark., Batesville—Arkansas National Guard, Col. Joe Harris, Adjt. Gen., Pine Bluff, erect \$40,000 armory after plans by Durward F. Kyle, Archt., Citizens Bank Bldg., Pine Bluff; brick or stone and rein. concrete, 1 or 2 stories.

Ark., Conway—Arkansas National Guard, Col. Joe Harris, Adjt. Gen., Pine Bluff, erect \$46,000 armory after plans by Durward F. Kyle, Archt., Citizens Bank Bldg.; Gothic type, brick and rein. concrete, 2 stories, about 80x140 ft.; bids about Jan. 28.

D. C., Washington—Additional contractors estimating on \$500,000 women's memorial building, bids opened Dec. 1: Emil Diebitsch, Inc., 70 E. 45th St.; Newenhaus Co., Inc., 16 E. 43rd St.; Irving Feldman, 300 Madison Ave., all New York; E. J. West, Transportation Bldg., Washington; S. M. Siesel Co., 406 Forbes Bldg., Pittsburgh, Pa.; John Gill & Sons, Bulkley Bldg., Cleveland, O.; Trowbridge & Livingston, Archts., 527 Fifth Ave., New York.

Fla., Pensacola—Pensacola Naval Air Station Board of Plans, Commr. W. C. Child, member, recommended to Navy Dept., Washington, D. C., expenditures as follows: \$1,000,000 for permanent barracks for enlisted men; \$200,000 central storehouse, \$150,000 recreation center, \$50,000 bulkhead and \$50,000 for extension of assembly and repair dept. facilities.

Ga., Vienna—John R. Barfield install modern improvements and lease building to Government for post office.

Md., Frederick—Maryland National Guard, Milton A. Reckord, Brig.-Gen., Maryland Trust Bldg., Baltimore, alter and erect addition to armory; after plans by Robt. L. Harris, Archt., 516 N. Charles St., Baltimore; cost \$25,000.

Okla., Oklahoma City—State Board of Public Affairs, G. C. Wollard, Chmn., will have new plans drawn for Governor's mansion; cost \$75,000; Layton, Hicks & Forsyth, Archts., Braniff Bldg.

Tex., Fort Sam Houston, San Antonio—Constructing Quartermaster, Capt. A. W. Parker, to call for revised bids on 2 units of barracks building program, Fort Sam Houston.

Tex., Polytechnic, Fort Worth—W. F. Hamilton, 7141 Pembroke Drive, erect \$12,500 building, 3000 Avenue F, and lease to Government for post office; 1-story, 2 rooms.

W. Va., Williamson—Additional contractors estimating on post office and courthouse, bids opened Dec. 8 at Washington, D. C.: W. F. Jackson Co., Inc., 306 Builders Bldg., Charlotte, N. C.; W. M. Yeomans, 1409 L St. N. W., Washington, D. C.; Geo. Griffiths Con-

struction Co., 5301 Lanedown St.; Murch Bros. Construction Co., Rwy. Exchange Bldg., both St. Louis, Mo.; Earl E. Garber Co., Inc., 203 W. Fourth St., Bethlehem, Pa.; E. C. Derby, Natl. Bank Bldg., Fayetteville, N. C.; W. T. Gregory, 501 Law Bldg., Norfolk, Va.; J. E. Beaman Construction Co., Lawyers Bldg., Raleigh, N. C.; John L. Soderberg Construction Co., 818 Harney St., Omaha, Neb.; Payne & Kalter, S. W. Cox, Rust Engineering Co., P. O. Box 288, all Ashland, Ky.; Ring Construction Co., 95 South St., Minneapolis, Minn.; Green & Stowe, Welch, W. Va. 11-17

Hospitals, Sanitariums, Etc.

Ga., Atlanta—Henrietta Eggleston Memorial Hospital, Beverly M. DuBose, member Board of Trustees, received bids Nov. 22 for fireproof children's hospital, Forrest Ave. extension and Fortune St.; cost \$175,000, Spanish and Cuban type, rein. concrete, frame and brick, hollow tile back-up walls, brick, concrete slab and Spanish tile roof, 2 stories and basement, 125x50 ft., stone trim, concrete, pine and terrazzo floors, steam heat, elevator; Morgan, Dillon & Lewis, Archts., Grant Bldg.

Ga., Savannah—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., receives bids Dec. 19 for medical officers' quarters, U. S. Marine Hospital; drawings and specifications from Custodian at site or from office Supervising Archt.

La., New Orleans—Presbyterian Hospital of New Orleans sold \$500,000 6% bonds to New Orleans Securities Co.; contract lately noted let to Thos. H. Brockman, Hibernia Bldg., for \$200,000 James M. Batchelor Bldg.; work on nurses' home and \$1,000,000, 10-story administration building to complete \$2,000,000 program probably begin upon completion of Batchelor Bldg.; Rathbone DeBuys, Archt., Hibernia Bldg. 11-3

Md., Easton—Emergency Hospital, J. Harper Skillin, Chmn. Campaign Comm., raising \$75,000 to meet indebtedness, enlarge and repair present building and purchase equipment.

Miss., Jackson—State Hospital Removal, Improvement and Land Sale Commn., R. L. Brown, Sec., Box 40, receives bids Dec. 12 for 2 elevators for infirmary building for \$4,500,000 Mississippi Insane Hospital, Whitefield; plans and specifications from N. W. Overstreet, Archt., Miss. Fire Bldg. 11-10

Okla., Ponca City—Ponca City Hospital plans wing. Address The Supt.

Okla., Tulsa—City, Herman F. Newblock, Mayor, votes Dec. 6 on \$25,000 detention hospital bonds. 11-17

Tex., Austin—City, Adam R. Johnson, City Mgr., selected H. F. Kuehne, Archt., 824 Littlefield Bldg., as architect for \$50,000 addition to Breckenridge Hospital; fireproof, concrete foundation and frame, brick, gravel roof; furnishings, equipment, etc., \$10,000. 9-15

Tex., Christoval—Dr. Frank H. Flood, Abilene, purchased Healthatorium and plans improvements.

Miss., Meridian—Dr. S. H. Hairston, 2310 Poplar Springs Rd., erect \$100,000 hospital after plans by P. J. Krouse, Archt., M. & W. Bldg.; fireproof, brick, hollow tile partitions, 3 stories and basement, composition roof, 36 rooms, clinical laboratory, X-ray and radium depts. 11-17

Okla., Muskogee—Baptist General Convention, Tulsa, approved \$150,000 loan for extension to Oklahoma Baptist Hospital. 3-17

Okla., Muskogee—Baptist Hospital plans \$150,000 addition.

S. C., Bennettsville—J. C. Covington, Chlo, S. C., is chmn. of citizens' committee planning \$60,000 hospital for Marlboro County; site furnished by City of Bennettsville; about 25 beds for white and 15 beds for colored patients; raising funds.

Tex., Beaumont—Jefferson County may vote on \$75,000 bonds for additions to tuberculosis sanatorium.

Tex., Cooper—Chamber of Commerce interested in \$50,000 bond election to erect hospital for Delta County.

Va., Nassawadox—Northampton-Accomac Memorial Hospital, Mrs. Geo. W. Curtiss, Northampton County Chmn., plans to complete interior of hospital; cost \$35,000; raising funds.

Hotels and Apartments

D. C., Washington—Morris Cafritz, 1400 K St. N. W., reported, soon start work on \$1,000,000, 11-story, 123x147 ft., brick and concrete apartment building on Penn Garden site, 21st and Pennsylvania Ave.; American architecture, 290 apartments, restaurant in basement, electric refrigerators; Harvey Warwick, 1400 K St. N. W., Archt.; open bids Dec. 1.

Fla., Deland—National Health Hotels, Inc.,

organized with \$500,000 capital to erect and operate chain of health hotels; A. T. Dundas, Pres.

Ga., Atlanta—A. N. Canton erect \$100,000, 2-story, 105x370 ft., 6-unit apartment house on Andrews Drive near Peachtree Road; oil-burning equipment, electric refrigeration, built-in bookcases, servants' quarters and garage.

Ga., Atlanta—Mrs. Ruth Chambers King erect \$16,000, 2-story, brick veneer apartment building, 1037 Lucile Ave. S. W.

Ga., Savannah—G. E. Shultz, 23 W. Gordon St., remodel 2-story residence, 913 Henry St., and erect brick apartment building on lot adjoining.

Ga., Thomaston—R. E. Hightower and others promoting erection of \$75,000 hotel.

Miss., Bay St. Louis—Bay St. Louis Apartment Hotel Co. extended date from Nov. 19 to Nov. 25 for receiving bids for 3-story, 112x102 ft., hollow tile and cast stone trim apartment hotel; concrete foundation, tile roof, steam heat, oil-burning equipment; Mason & Spori, Archts., Vincent Bldg., New Orleans. 10-27

Miss., Gulfport—Geo. W. Shirley has plans by Shourd & Bean for \$90,000, 3-story, 60x75 ft., fireproof, brick and stucco hotel, 14th St. and 26th Ave.

Miss., McComb—X. A. Kramer, reported, planning \$500,000, 7-story hotel; C. H. Lindsay, Archt., Lamar Bldg., Jackson.

Mo., Nevada—Chas. A. Smith, Financial Bldg., Kansas City, reported, preparing plans for \$350,000 hotel and store building. Mr. Smith, Archt., wires: "Organization of hotel company is not yet completed; plans will be started as soon as this is accomplished; all communications to be addressed to architect's office."

Mo., St. Louis—Leopold Grossberg, Central Natl. Bank Bldg., erect \$100,000, 3-story, 27 three-room apartment building, 4170 Enright Ave.

Mo., St. Louis—M. E. Singleton, 1501 Locust St., reported, considering erection of apartment or hotel on 200x216 site at Maryland Ave. and Kingshighway. Mr. Singleton wires: "Have made no definite arrangements or contracts; may later erect building."

Mo., St. Louis—Sol Weinberg, 5911 Page Blvd., erect \$150,000, 3-story, 24 four to six-room apartment building, 329 N. Taylor St., to be known as Jeanette.

N. C., Charlotte—J. D. Stroupe, 405 N. Church St., has permit to erect \$25,000, 2-story, 42x135-ft., 40-room, tile and brick apartment building, 204 Hawthorne Lane.

Okla., Ada—George R. Mann, Wanger & King, A. O. U. W. Bldg., Little Rock, Ark., preparing plans for \$300,000, 100-room, fireproof hotel to be operated by Albert Pick, of Albert Pick & Co., 712 W. Randolph St., Chicago, and Geo. T. Conway, Texarkana, Ark. 11-17

S. C., Cheraw—E. G. Ingram purchased Hotel Covington and will remodel. Install heating system, telephone exchange.

Tenn., Martin—J. E. Pryor, Sharon, purchased Williams Hotel and will enlarge and remodel; provide garage and parking space.

Tenn., Memphis—J. W. Hull, 1144 Madison Ave., has plans by Geo. Mahan, Jr., 700 American Bank Bldg., for 3-story and basement, brick apartment building, 43 Bellevue Blvd.; 208x34 ft., composition roof, oak floors, tile baths, stone trim, steam heat.

Tenn., Nashville—O. F. Usher, 1202 Pennox Ave., erect \$16,000, 2-story, 4-apartment building, 200 Reidhurst Ave.

Tex., Austin—Enfield Realty and Home Building Co., 205 W. 7th St., having plans prepared by Giesecke & Harris, 207 W. 7th St., for Murray Hill Apartment building; cost \$280,000, 6 stories and basement, fireproof, 34 apartments, passenger and service elevators; basement floor for garage.

Tex., Fort Worth—T. E. Eubank erect \$12,500 brick apartment building, 3400 Meadowbrook St.

Tex., Galveston—Ben Sass, 1925 L St., John L. Sterling, 3312 J St.; J. E. Strafford formed Galveston Playhouse Corp. to erect 250-room resort hotel, 22nd St. and Boulevard; dance hall, convention hall.

Tex., Houston—W. E. and J. E. Fruit, 1611 Bank St., erect \$17,750, 8-apartment building, 1528 W. Main St.

Tex., Houston—W. B. Lewis, 5010 La Branch St., erect \$22,000, 12-apartment building, 4802 Caroline St.

Tex., Houston—J. E. Nichols has permit for \$18,000, 2-story, brick veneer, 8-apartment building, 3902 Dallas St., Woolridge Addition.

Tex., McAllen—S. A. Morris and associates having plans prepared by A. H. Woolridge

for \$15,000, 2-story frame and stucco Spanish type apartment building; also duplicate buildings at Edinburg, Donna and Alice.

Tex., Paducah—J. L. Helm and associates erect \$100,000, 3-story, 140x75 ft., brick, hollow tile, steel and reinforced concrete, fireproof hotel; E. C. Smith & Son, Archts., 914 College Ave., Dallas; bids opened Nov. 21. 8-25

Tex., Plainview—G. C. Daniels erect \$35,000, 50x80 ft., brick veneer apartment building, W. Tenth St.

Tex., Plainview—N. R. Northcutt erect 2-story, 40x95 ft., 2-story, brick and tile apartment house in 1000 block on N. Broadway.

W. Va., Point Pleasant—Chamber of Commerce, C. D. Wisenberger, Pres., promoting erection \$150,000 hotel.

Miscellaneous

Ark., Little Rock—Woman's City Club, Mrs. Carl O. Brack, 2810 Fray St., and others completed plans for financing purchase Elks' building, Fourth and Scott Sts.; remodel for clubhouse.

D. C., Washington—Commissariat of the Holy Land, 14th and Quincy Sts. N. E., erect \$20,000, one-story, brick and concrete boiler house.

Miss., Bay St. Louis—Mrs. John N. Stewart, 1637 Napoleon St., New Orleans, and Bay St. Louis, purchased 20-acre site facing Dunbar Ave. for recreational enterprise for working girls; erect number of bungalows or units, commissary, swimming pool; Moser H. Goldstein, Archt., Hibernia Bldg., New Orleans.

Miss., Gulfport—A. C. Buxton and Hamilton-Rice Co. soon call for bids for \$30,000, one-story, fireproof, brick and terra cotta arcade market building, 13th and 29th Sts.; 110x125 ft., tower in center, 45x63 ft., steel skeleton frame; Shaw & Woleben, Archts.

Mo., Columbia—War Mothers Memorial Assn., Mrs. G. F. Lawhorn, Chmn., plans \$100,000 building.

Mo., Mine La Motte—Mine La Motte Country Club having plans prepared by J. L. Bowling, St. Louis, for \$150,000 clubhouse.

Mo., St. Louis—Meyer Real Estate & Investment Co., Abram M. Frumberg, Bank of Commerce Bldg., reported, erect building northwest cor. Twelfth and Chestnut Sts.; 100x94 ft. site.

Mo., St. Louis—Oreon E. Scott, 800 Chestnut St., plans building on 330x271-ft. site, Market and 12th Sts.

Mo., St. Louis—Twelfth Plaza Realty Co., Zimmerman F. Hanft, W. C. Koppen, G. E. Healy and R. Browne, reported, planning erection of building, northeast cor. Chestnut and Twelfth Sts.

Tenn., Jackson—Jackson Country Club purchased 150-acre tract near Jackson; erect \$12,000 clubhouse.

Tex., Big Spring—City Federation of Big Spring, C. W. Cunningham, Pres., plans to erect clubhouse.

Tex., Coleman—Coleman Country Club purchased 185-acre site; erect \$10,000 clubhouse.

Tex., Crockett—Smith Bros. having plans prepared by Robt. M. Ayres, Bedell Bldg., San Antonio, for one-story, 100x75-ft., brick and stucco community market.

Schools

Ark., Fort Smith—Board of Education, J. W. Ramsey, Supt., receives bids about Jan. 1 for \$375,000 Senior High School; Perkins, Chatten & Hammond, Archts., 160 N. La Salle St., Chicago. 8-18

D. C., Washington—National Training Schools for Girls erect \$30,000, 2-story, brick school building, 601 Fiftieth St. N. E.

D. C., Washington—Howard University, Dr. Mordecai W. Johnson, Pres., has plans by Albert I. Cassell, 707 Fairmont St. N. W., for \$150,000, 3-story, brick dormitory.

D. C., Washington—District Commissioners, Room 509 District Bldg., receives bids Dec. 8 for 8-room addition and combination gymnasium and assembly hall and alterations to Barnard School.

Fla., Bartow—Polk County Board of Public Instruction having plans prepared by E. R. James for \$200,000 high school.

Fla., Crestview—Okaloosa County Board of Public Instruction has plans by Walker D. Willis, Brent Bldg., Pensacola, for \$50,000 school building.

Fla., Gainesville—State Board of Control, P. K. Young, Chmn., Pensacola, authorized Rudolph Weaver, State Archt., 200 Peabody Hall, University of Florida, to prepare plans

for \$280,000 dormitory at University of Florida; also for \$175,000 addition to library at Florida State College for Women, Tallahassee; soon call for bids for \$20,000 addition to dining room and \$80,000 dormitory at Agricultural and Mechanical College, Tallahassee.

Fla., Lake Worth — Palm Beach County Board of Public Instruction, West Palm Beach, has plans by Harry Bennett for \$100,000, 2-story, tile Junior High School; 17 rooms, combination gymnasium and auditorium.

Ga., Chickamauga — School Board erect \$177,000 high school on 15-acre site, gift of Gordon Lee estate; plans include \$50,000, 2-story, fireproof dormitory, \$50,000 school building, \$50,000 athletic field and library building, \$6000 home for superintendent, \$6000 for teacherage.

Ga., East Point — Fulton County Board of Education, Atlanta, commissioned Daniel & Beutell, Archts., Healey Bldg., Atlanta, to supervise building of annex to Russell High School; cost \$100,000, hollow tile and stucco, tile roof, terra cotta trim.

Ga., Forsyth — Monroe County defeated \$50,000 school bonds; J. H. McCowen, Clk., Board of Commrs. 10-20

Ga., Hortense — Hortense Consolidated School Dist., D. T. Middleton, Trustee, voted \$20,000 bonds to erect school. 11-3

Fla., Tallahassee — See Fla., Gainesville.

Ga., Decatur — Druid Hills School Dist. votes Nov. 30 on \$250,000 school bonds. Address School Trustees.

Ga., Savannah — Board of Education, Henry Blun, Chmn. Finance Comm., plans to erect several schools.

Ga., Waynesville — Waynesville Consolidated School Dist. voted \$14,000 to erect school; J. W. Pearson, Sec.-Treas. See Want Section—Miscellaneous.

Ky., Morehead — Morehead State Normal School and Teachers College Board of Regents receives bids Dec. 21 through office of Joseph & Joseph, Archts., Francis Bldg., Louisville, for \$175,000 gymnasium and auditorium; equipment, \$25,000; one story, brick and stone. 11-17

La., Baton Rouge — Wm. T. Nolan, Archt., Canal-Commercial Bldg., New Orleans, receives bids Dec. 5 for \$100,000 gymnasium and residence.

La., Livingston — Livingston Parish School Board, Ernest S. Easterly, Supt., has plans by Jones, Roessle & Olschner, Maison Blanche Bldg., New Orleans, for 2-story, 10-room, brick school; composition roof, auditorium to seat 700; also one-story frame building; asbestos shingle roof, 6 classrooms, auditorium to seat 400.

La., Logansport — DeSoto Parish School Board, S. M. Shows, Sec., Mansfield, having plans prepared by Edw. F. Neild, Shreveport, for \$20,000, one-story, brick grammar school; composition roof, concrete foundation, pine floors.

La., Oil City — Caddo Parish School Board, E. W. Jones, Supt., Shreveport, plans 2-story, brick high school; soon call election on \$75,000 bonds; if issue carries, Edw. F. Neild, Shreveport, will prepare plans for building.

La., Sarepta — Webster Parish School Board, Minden, called election Dec. 7 in Sarepta School Dist. on \$70,000 bonds for new school building. 11-17

La., Shreveport — Caddo Parish School Board rejected bids and call for new bids Dec. 19 on \$350,000, 3-story, fireproof, steel, brick and stone trim Junior high school on Texas Ave.; 30 classrooms and auditorium to seat 1000, composition roof; plans and specifications at office Edw. F. Neild, Archt., City Bank Bldg.; J. M. Johnson Electric Co., electric work. 10-20

Md., Baltimore — Friends School, Wm. S. Pike, Principal, Park Ave. and Laurens St., begin work in spring of 1928 on building for primary department, first of three units, on 26-acre site at Homeland; Archt. not selected; Olmsted Bros., Landscape Archts., 99 Warren St., Boston. 6-18-25

Md., Baltimore — Gilman School, Wm. G. Scarlett, Chmn., Bldg. Comm., rejected bids for erection \$70,000 gymnasium; revised plans in progress; new bids to be called for; Taylor & Fisher, Archts., Union Trust Bldg. 11-3

Md., Baltimore — Board of Public Instruction, Dr. David E. Weglein, Supt., having tentative sketches prepared by Chas. M. Anderson, 9 E. Pleasant St., for \$1,000,000 addition to Baltimore Polytechnic Institute;

plans call for auditorium, gymnasium, swimming pool, cafeteria, library, additional classrooms, principals offices; work to start next year. 8-3

Miss., Crystal Springs — Claude H. Lindsley, Archt., Lamar Life Bldg., Jackson, receives bids Dec. 5 on \$225,000 school. 11-17

Miss., Hattiesburg — Mississippi Woman's College, Dr. J. J. Johnson, Pres., erect \$10,000 home economics building.

Miss., Jackson — Whitworth College will become part of Millsaps College, which plans campaign to raise \$240,000 for improvements and enlargements of physical plant.

Miss., Louisville — School Board, M. L. Neill, Supt., erect \$100,000 school building; \$100,000 bonds voted. 11-10

Miss., New Augusta — Perry County Board of Education, Miss R. H. Mills, Supt., receives bids about Dec. 1 at office E. C. Hearon & Sons, Archts., 121½ W. Pine St., Hattiesburg, for 2-story, brick and hollow tile, 8-room and auditorium school in Deep Creek Consolidated School Dist.; concrete foundation and basement, wood floors, asbestos slate roof, steam heat.

Mo., St. Louis — Washington University, Dr. McKim Marriott, Dean, having plans prepared by Jamieson & Spear, Arcade Bldg., for \$1,000,000 Radiological Institute. 4-7

N. C., Dobson — Surry County Board of Education erect schools at Low Gap, Zephyr, in Bryan Township; Mt. Zion, in Elkin Township; Cane Brake, suburban section of North Elkin; \$72,000 available.

N. C., Greensboro — Guilford County Board of Education rejected bids for Brightwood School; 6 rooms, auditorium to seat 300, cost \$20,000; W. L. Brewer, Archt., 225½ S. Elm Street.

N. C., Lexington — City votes Dec. 20 on \$110,000 bonds to erect school and improve Robbins School; J. H. Cowles, Supt. 10-20

N. C., Raleigh — St. Mary's School erect \$50,000 Margaret Locke Erwin Holt dormitory; accommodate 50 students.

N. C., Lexington — Davidson County voted \$30,000 bonds for schools. Address County Board of Education. 10-13

N. C., Raleigh — Wake County Commissioners, Wm. H. Penney, Clk., approved plans for loan of \$144,000 for erection 4 schools in county, including \$45,000 school at Rolesville. 5-19

N. C., Williamston — Martin County Board of Education, Kinston, having plans prepared by Eric G. Flannagan, Henderson, for high schools at Williamston and Robersonville. 10-20

Okla., Oklahoma City — City, E. M. Frye, Mgr., votes Nov. 29 on \$6,329,000 bonds including \$1,700,000 for school building program; J. R. Barton, Supt. of Schools. 10-29

Okla., Ada — Board of Education, Mabel Browall, Clerk, having plans prepared by A. S. Ross for \$200,000 school. 11-10

Okla., Okmulgee — School Board is having plans prepared by Smith & Senter, Commerce Bldg., for \$100,000 addition to high school; 4 stories, 70x75 ft., fireproof.

S. C., Yemassee — Board of School Trustees plans calling election on bonds to erect fireproof, 6-classroom school; auditorium to seat 500; also erect negro school.

Tenn., Lewisburg — Marshall County defeated \$90,000 bonds for school purposes.

Tenn., Memphis — University of Memphis, Dr. O. W. Hyman, Dean, Medical Dept., receives bids Nov. 30 for pharmacy and library building; plans and specifications at office Jones & Furbringer, Archts., 110 Porter Bldg.

Tenn., Nashville — Following contractors estimating on Junior High School for which bids are to be opened Nov. 28: J. B. Regan, 117 Fifth Ave. N.; John Moore, 151 Fourth Ave. N.; Foster & Creighton Co., Fourth and First Bldg.; Zophi Construction Co.; Vaughns Kirkman Construction Co., O. D. Wells, 20 Berrien St., all Nashville; Windham Bros. Construction Co., 28½ Eighth Ave. N., Birmingham; Gordon Walker, 14th and Park Sts., Little Rock; plans by McKissack & McKissack, Morris Memorial Bldg., include steel, concrete and brick, seat 1000 children. 11-17

Tex., Amarillo — Northwest Texas Methodist Conference, Stonewall Anderson, Chmn., Gen. Education Board, agreed to raise \$500,000 endowment fund and Amarillo is to give 700-acre site and \$200,000 for administration building of the proposed \$1,000,000 university at Amarillo; Col. Harvey H. Haines, Sec., Amarillo Board of City Development.

Tex., Boston — Bowie County Board of Education, C. C. Porter, Supt., erect 5-room school for Red Springs and Texler communities; also teacherage in Lumpkin Place.

Tex., Houston — West University Place Independent School Dist. voted \$80,000 bonds

to erect 2-story, fireproof, reinforced concrete, brick and tile Junior High School; Lamar Q. Cato, Archt., Bankers Mortgage Bldg.; H. B. Schlesinger, Pres., School Board.

Tex., Goose Creek — School Board having plans prepared by H. D. Payne, Houston, for \$100,000 high school.

Tex., Odessa — City votes Dec. 7 on \$175,000 school bonds; \$150,000 for high school, \$25,000 for ward school. Address Board of Education.

Va., Tenn., Bristol — Virginia Interment College Trustees considering new equipment and enlarged dormitory facilities.

W. Va., Montgomery — Board of Education receiving bids Nov. 26 for \$165,000 high school; Wysong & Bengston, Archts., Professional Bldg., Charleston.

Stores

Ala., Montgomery — M. Sabel & Son, 102 Bibb St., erect 2-story brick business building, Bibb St.; Frederick Ausfeld, Archt.

Ark., Forrest City — J. W. Alderson has plans by Estes W. Mann, 203 Cotton Exchange Bldg., Memphis, Tenn., for 2-story and basement, 44x108-ft., brick store building; composition roof, concrete and wood floors, stone trim.

Ark., Fort Smith — Geo. Schaffer, 2025 S. V St., has plans by Bassham & Wheeler, Kennedy Bldg., for \$24,000, 2-story and basement building, Rogers and Ninth Sts.; brick and mill construction.

Fla., Brooksville — Mayor H. S. Simmons erect store and apartment building at Liberty St. and Brooksville Ave.; concrete and stucco, 105x58 ft.; cost \$18,000.

Ga., Atlanta — Campbell Coal Co., 238 Marietta St., having plans prepared by Lockwood, Greene & Co., Healey Bldg., for \$200,000, reinforced concrete, hollow tile and brick store building on Peachtree St.; 2 stories and basement, with foundation for 4 stories; concrete floors, built-up roof, steam heat.

Ky., Murray — T. M. Morris plans to rebuild store recently burned.

La., Monroe — Ritchie Grocery Co., W. W. Brown, Pres., erect \$100,000, 150x250-ft. store building, Breard and Tenth Sts.

La., Shreveport — J. Homer Jordan, 930 Jordan St., has plans by Clarence W. King, Giddens-Lane Bldg., for \$100,000, 2-story, 116x150-ft. commercial building, Travis and Edwards Sts.; to be occupied by S. & L. Service & Storage Co., 200 Edwards St.; reinforced concrete foundation, built-up composition roof, concrete and wood floors, stone trim.

Mo., Kansas City — Mrs. Mary A. Beam, 206 W. 82d St., purchased 5-acre site in Grandview; plans to erect store building and develop tourist camp around it.

Mo., Pine Bluff — Grover W. Dalton erect 4-story mercantile building.

N. C., Greensboro — C. C. Hudson, Jefferson Standard Bldg., and associates, erect 2-story store on N. Davis St.

N. C., High Point — Try-Mee Stores, T. D. Connoy, Mgr., plans to erect 12 or 15 stores.

Okla., Madill — J. A. Tallaferrero erect building to replace burned structure occupied by C. L. Turley Clothing Co.

Okla., Tulsa — A. J. Hamel, 204 W. Fourth St., razed Iowa Building, Second St. and Boston Ave., and will replace with one-story buildings.

S. C., Rock Hill — Mrs. C. R. London, Main St., has permit to erect \$25,000 brick store, Main and E. Trade St.

Tenn., Bristol — Clark-Jones-Sheeley Co. leased Phillips Building, 642 State St., and will rebuild and remodel, including new front, elevator, basement, heating plant, display windows.

Tenn., Memphis — E. L. Harrison, 1501 Fidelity Bank Bldg., preparing plans for \$25,000, 2-story, brick, steel and concrete building, 150 Court St.; composition roof, stone trim.

Tenn., Memphis — Mrs. F. M. Hudson, 475 Vance Ave., has plans by Raymond B. Spencer, 202 Fidelity Bank Bldg., for \$36,000, 2-story and basement, brick store building; 57x57 ft., composition roof, concrete and oak floors, stone trim.

Tex., Brownsville — S. H. Kress & Co., 114 Fifth Ave., New York, plans store building.

Tex., Del Rio — Walter Jones received bids Nov. 24 for 2-story, 80x70 ft., brick, reinforced concrete and cast stone trim store and office building; Beverly W. Spillman, Archt., Alamo Bank Bldg., San Antonio. 10-27

Tex., Houston — T. Tellepsen, 4518 Park Dr., has permit to erect \$55,000 store building, Main and Leeland Sts.

Tex., San Angelo — Ray & Willick remodel

adjoining building, 208 S. Chadbourne St.; new front, fixtures; cost \$15,000; to be known as Poplar Price Department Store.

Theaters

Md., Baltimore—Community Theater Co., care of C. Edgar Wood, Hamilton Ave. and Harford Road, plans erecting \$50,000 moving picture theater, 7 W. Hamilton Ave.; Oliver Wight, Archt., Munsey Bldg. 10-27

N. C., Charlotte—W. P. Scholl, 6 E. Stone-wall St., have plans ready for bids about Jan. 10 for 60x182-ft. frame theater; wood floors, brick foundation, composition roof; Louis H. Asbury, Archt., 1514 E. Fourth St. 11-17

Tex., San Angelo—R. & R. Theater Enterprises having plans prepared by Kohn & Morgan, Thomas Bldg., San Angelo and Dallas, for 60-ft. addition, fly-loft addition to stage and remodeling Lyric Theater; cost \$30,000.

Warehouses

Miss., Gulfport—Shrouds & Bean, Archts., Bank of Gulfport Bldg., received bids Nov. 25 for \$10,000, 33x110 ft., one-story, brick and fireproof storage warehouse on 28th

Ave. for O. K. Transfer Co., W. H. Fayard, Mgr.

Mo., Springfield—Long-King Furniture Co., 1196 St. Louis St., has plans by W. N. Thompson, 400 Loren St., for \$35,000, 3-story and basement, 50x37-ft., brick and reinforced concrete warehouse; tar and gravel roof, stone trim, steam heat.

N. C., Charlotte—Montgomery Ward & Co., G. E. Crandell, V.-P., Chicago, reported, planning establishment of branch mail order house. Company wires: "Considering Charlotte for tire distribution point; this means simply small warehouse facilities and not in any sense a mail-order branch; negotiating for lease on necessary warehouse space."

Tenn., Columbia—Park Bros. rebuild warehouse to replace burned structure; cost \$35,000.

Tex., Hereford—Mrs. Marling Putty erect 100x48 ft. brick warehouse to be occupied by Jones-McLean Feed and Coal Co.

Tex., Houston—Westinghouse Electric Co., T. P. Gaylord, V.-P., Pittsburgh, Pa., considering erection warehouse.

Tex., Houston—A. S. Bergendahl, 3002 Smith St., reported, preparing plans for \$2,500,000 warehouse.

day school; 1 story and basement, 42x75 ft. and 36x75 ft., wood and concrete floors, asbestos slate shingle roof. 4-7

Okla., Oklahoma City—Wesley Methodist Church, Rev. Wm. Forney Hovis, Pastor, erecting \$175,000 building, 25th St. and Douglas Ave.; Gothic type, auditorium seat 900, Sunday school accommodate 1000; Leonard H. Bailey, Archt., 1214 N. Oklahoma St.

S. C., Anderson—Central Presbyterian Church let contract at \$13,000 to C. M. Guest & Son for ordinary type Sunday school; 3 stories, 25x78 ft., Johns-Mansville type A roof; Warren Webster modulation heating; Casey & Fant, Archts. 11-17

S. C., Columbia—Washington Street Methodist Church, C. M. Asbill, Chmn. Bldg. Comm., let contract to W. A. Cray & Son, 1726 Sumter St., for \$100,000 Sunday school; heating, W. B. Guimarin & Co., 1224 Sumter St.; brick, limestone trim, 3 stories, accommodate about 1000, connected with church by passageway; Casey & Fant, Archts., N. Main St., Anderson, and Lafaye & Lafaye, Asso Archts., 1224 Sumter St., Columbia. 11-15

Tenn., East Lake, Chattanooga—East Lake M. E. Church South, 37th and N. L Sts., completed excavation for \$30,000 building; brick and hollow tile, 2 stories, 75x78 ft., hardwood floors, brick and tile foundation, composition shingle roof; R. H. Hunt Co., Archt., James Bldg.; Rogers & Leventhal, Inc., Contrs., Market St., both Chattanooga. 11-17

Tex., Amarillo—First Christian Church, 709 Taylor St., Pierson addition, erect Sunday school; Duntille, slate roof, 30x24 ft.; J. C. Winn, Contr., 1908 Fillmore St.

Tex., Dallas—Forest Avenue Baptist Church completed foundation for \$30,000 building, Peabody and Oakland Sts.; mill type, steel frame, brick and tile, 3 stories, 128x48 ft., cement and wood floors, composition roof; Ferrand & Fitch, Archts., Slaughter Bldg., Dallas, and 6188-A Delmar Blvd., St. Louis, Mo.; Thomas & Yarbrough, Contrs., 707 N. Ervay St.; plumbing, Oscar Hunt, 2622 Forest St. 11-17

City and County

Ala., Birmingham—Board of City Commrs. let contract at \$13,400 to Charles W. Hall Building Co., 4320 Overbrook Rd., for fire station, Pearson Ave. and Steiner St., West End; other contracts to Watson Manufacturing Co., J. B. Moore, local agt., at \$270, and Knight Electric Co., 2023 Fourth Ave., at \$99; Bem Price, Archt., Comer Bldg. 11-10

Ga., Thomasville—Thomas County Board of Commrs. let contract to Milligan & Jinnright for 12-room building, county poor farm. 10-13

La., Baton Rouge—City Commission let contract to A. C. Stewart, Louisiana Ave., for \$40,000 combined field and bath house, City Park; frame concrete, stucco and brick, 2 stories, concrete foundation, cement floors, hollow tile walls; Lewis A. Grosz, Archt., Raymond Bldg. 11-10

Miss., Corinth—City let contract to Nichols & Taylor for fire station; 25x44 ft., 2 stories, brick.

Tex., Houston—City let contract to M. C. Parker & Co., 1919 Magnolia St., for fireman's training tower, E. end Capitol Ave. bridge; rein. concrete, brick and stone, 5 stories and basement, 20x20 ft., concrete floors, concrete slab roof; Brickey, Wiggins & Brickey, Archts., 2103 Esperson Bldg.; John C. Mitchell, Engr., Stewart Bldg. See Want Section—Building Material and Equipment. 11-10

Tex., Tecumseh—Pauly Jail Building Co., 2215 DeKalb St., St. Louis, Mo., has contract for 10 cells, Pottawatomie County jail.

W. Va., Moorefield—Town let contract to Mr. James, Martinsburg, to rebuild burned Inskeep Hall; cost \$13,500. 10-20

W. Va., Clarksburg—City Council let contract at \$50,400 to A. L. Shrum Co., 900 W. Pike, for Central Fire Station; 2 stories and basement, 43x97 ft., tile floors, steel frame, brick, stone and block; Edw. J. Wood & Son, Archts., 30-32 Lowndes Bldg. 11-17

Dwellings

Ala., Birmingham—T. H. Benners, Sr., Amer. Trust Bldg., let contract to L. E. Ford, 2117 N. First Ave., for brick veneer residence, Argyle and Stratford Rds.; 2 stories, 50x90 ft., limestone trim, wood and concrete floors; Warren, Knight & Davis, Archts., 1603 Empire Bldg.; plumbing and steam heating, Frank R. Heck, 915 S. 18th St. 9-29

Ala., Birmingham—Chas. F. Zukoski, 1604 Twenty-fourth St. Rd., erect brick veneer and timber residence, Mountain Brook Estates; 2 stories and basement, concrete, wood and

BUILDING CONTRACTS AWARDED

Association and Fraternal

La., Alexandria—Following sub-contracts let for \$225,000 Masonic Temple, for which third floor is being poured: Sheet metal work and roofing, O. G. Wilson; cement, lime, plaster, etc., Hy. W. Palfrey; lumber and paint, Hill, Harris & Co., Inc.; brick, sand and gravel, Rapides Gravel Co.; hardware, Hub City Hardware Co., all Alexandria; millwork and plate glass, Arkia Sash and Door Co., 2101 E. 17th St.; tile and marble work, Southwestern Marble and Tile Co., both Little Rock, Ark.; elevator doors, American Sheet Metal Works, 3323 Gravier St., New Orleans, La.; glazing steel sash, Binswanger Co., 655 Union St., Memphis, Tenn.; mastic floor, Thomas Molding Bldg. Co., 133 W. Washington St., Chicago, Ill.; granite, Cold Spring Granite Co., Cold Spring, Minn.; Sam Stone, Jr., & Co., Archts., Masonic Temple Bldg., New Orleans; Herman J. Duncan, Asso. Archt., 120 Murray St., Alexandria; Caldwell Bros., Contrs., 816 Howard Ave., New Orleans. 5-3

Miss., Houston—Houston Lodge No. 67, A. F. & A. M., let contract for \$45,000 temple to Beckelheimer & Small, Gulfport; 3 stories and basement, 51x115 ft., brick, semi-fireproof, asbestos roof, tile and wood floors, steam heat; 2 stories on first floor; J. M. Spain, Archt., Millsaps Bldg., Jackson. 9-15

Bank and Office

Ga., Waycross—H. C. Bunn let contract to W. C. Parker for office building; 3 stories, basement, mezzanine and pent house, 82x65 ft., with 35x10-ft. wing, concrete floors and slabs, common and face brick, hollow tile back-up walls, struct. steel columns, beams, etc.; Roy A. Benjamin, Archt., Bisbee Bldg., Jacksonville, Fla. 11-10

Md., Cumberland—Celanese Corporation of America let contract for steel frame office building, Amelle, to Geo. F. Hazelwood; steel, Pittsburgh Bridge and Iron Works, Bessemer Bldg., Pittsburgh, Pa.; concrete, brick and stone, 3 stories, 60x120 ft. concrete floors and foundation, Barrett specification roof; steam heat; Geo. F. Sansbury, Archt.; F. T. Small, Engr. See Want Section—Building Material and Equipment. 10-6

Md., Dundalk—Dundalk Co., T. W. Stingley, erect \$30,000 office building; concrete and brick, 1 story and basement, 26x54 ft., slate roof, vapor heat; Wm. H. Emory, Archt., 18 E. Lexington St.; J. Henry Smith, Contr., 300 E. 33rd St., both Baltimore.

Miss., Lucedale—Bank of Lucedale let contract at \$23,880 to Zach Bailey, Gulfport, for brick bank building; east stone trim, 1 ble floors, built-up composition roof, bank fixtures, rein. concrete foundation, tile and marbles, orna. iron screens, marble fixtures; Claude H. Lindsley, Archt., Lamar Life Bldg., Jackson. 11-3

Okla., Tulsa—Oklahoma Natural Gas Co., 17 W. Fourth St., let contract for \$500,000 building, Seventh St. and Boston Ave., to Shallenberger Construction Co., 1631 E. Sixth St.; brick, cut stone and terra cotta, rein. concrete frame, 10 stories, concrete foundation, cement, tile and marble floors, composition roof, hollow and drain tile, metal lath; Arthur M. Robinson, Archt., Mid-Continent Bldg. 11-17

Tenn., Chattanooga—Medical Arts Corp.,

Dr. J. W. Johnson, Chmn. Bldg. Comm., let contract to Mark K. Wilson, E. Third St., for \$500,000 Medical Arts Bldg., McCalle Ave.; excavation, Brown Contracting Co.; 12 stories, 52x53x90 ft., light gray brick, terra cotta and granite trim, vitreous mosaic tile floors, reinforced concrete frame, concrete foundation; no sub-contracts let; R. H. Hunt Co., Archt., James Bldg. 9-15

Tex., Dilley—Dilley State Bank let contract at \$22,000 to Granberg & Balzen for bank and store building; 1 story, 50x120 ft., brick and rein. concrete; Phelps & DeWees, Archts., Gunter Bldg., both San Antonio. 11-10

Tex., Houston—First Trust Co., reported, erect \$1,000,000 building; 14 stories; Northern Construction Co., composed of Walter Kronzer, C. A. Knutson and Irving Swanson, Contrs.

Churches

Ala., Atmore—Methodist Church, Dr. J. M. Glenn, Pastor, erect building; R. L. Brown, Contr.

Ala., Sulligent—Baptist Church let contract to J. G. Stone, Hamilton, for brick and wood joist building; 2 stories, 60x80 ft., wood floors, composition shingle roof; steam heat; Bem Price, Archt., 1418-22 Comer Bldg., Birmingham. 11-10

Ga., Baxley—Methodist Church, Rev. J. M. Foster, Pastor, has broken ground for \$60,000 building; E. G. Piler, Contr.

Ga., Metter—Baptist Church, Rev. John W. Parker, Pastor, has broken ground for \$22,500 brick building; constr. under supervising foreman; Dr. B. B. Jones, Metter, purchasing materials, etc.; N. Sargent Hamilton, Archt., 2 Springlake Dr., Atlanta.

Ky., Ashland—Robt. S. Trent, Russell, has plastering contract for \$350,000 First Methodist Church activities building; Wysong & Bengston, Archts., Professional Bldg., Charleston, W. Va.; Payne & Kalter, Contrs. 4-21

Md., Baltimore—Redeemer Lutheran Church erect first unit of 52x90-ft. building, Gwynn Oak Ave., near Milford Ave., Howard Park; stone; John Freund, Archt., 1307 St. Paul St.; Louis Mutter, Supvg. Engr.; Jos. K. T. Purcell, 4104 Lloyd Ave., and P. H. Bartell, Contrs., 4812 Liberty Heights Ave.

Md., Baltimore—Lauraville M. P. Church let contract to Thos. M. Smith for \$30,000 church and Sunday school, Southern Ave. and Harford Road; 3 stories, 40x70 ft., slate roof, vapor heat; H. B. Hunter, Archt.

Md., Cumberland—St. Mary's R. C. Church, Rev. John Lawless, Pastor, let contract at \$191,500 to A. W. Will Co., for Romanesque type building; excavation, Brady Brothers Co.; brick, steel and rein. concrete, stone trim, 64x180 ft., concrete foundation, slate roof, copper flashing, vapor vacuum heat; main auditorium seat 1100, basement 800; Hugh I. Kavanaugh, Archt., 913 N. Calvert St. 9-29

Miss., Hattiesburg—Paine Heating Co., 127 S. State St., Jackson, has heating contract for Main Street Methodist Church; plumbing, Hub Plumbing Co., 312 Forrest St.; wiring, Central Electric Co., 404 Main St.; E. C. Hearon & Sons, Archts., 201½ W. Pine St.; Oden & Glenn, Contrs., all Hattiesburg. 10-27

Miss., Indianola—Methodist Church let contract to Chastang Construction Co., Jackson, Miss., for \$40,000 brick church and Sun-

tile floors, composition shingle roof, steel sash, steam heat; Miller & Martin, Archts., 911 Title Guarantee Bldg.; J. F. Adams, Contr., 901 Cotton Ave.

Ala., Birmingham—J. E. Sims, 1231 S. 11th Ave., erect frame residence, Mountain Brook Estates; 2 stories, 32x48 ft., wood floors, composition roof, steam heat; J. E. Salie, Archt., 2109 N. Fifth Ave.; Bruce & Morton, Contrs., care Archt.

Ala., Birmingham—Vickery & Calloway erect 2 brick veneer dwellings, W. 20th St. near Bush Blvd.; 1 story, 36x48 ft., composition roof; cost \$5000 each; day labor.

Ark., Little Rock—Laurence Auten, Moore & Turner Bldg., let contract to L. S. Land, 209 Brown St., for Colonial residence, 520 N. Elm St.; cost about \$10,000; frame, 2 stories, 30x50 ft., oak floors, shingle roof; Thos. Harding, Archt., Exchange Bank Bldg. 11-10

D. C., Washington—Wardman Construction Co., Inc., 1432 K St. N. W., erect 6 brick and tile dwellings, 2907-13 Twenty-ninth St. and 2810-12 Corland Place N. W.; 2 stories; total cost \$60,000; plans and construction by owner.

Fla., Jacksonville—L. J. Anderson, 412 Goodwin St., erect \$10,000 residence, Post St. near Margaret St.; brick veneer, 1 story; W. C. Yankee, Contr., 314 Marion Ave., South Jacksonville.

Fla., Jacksonville—E. L. Filby, 1461 Myra St., erect \$10,000 residence, 3536 Pine St.; 2 stories, brick veneer; J. B. Cox, Contr., 3102 Liberty St.

Fla., Marianna—Chas. E. Jones erect 6-room residence and double garage; A. R. Moore, Archt., Tallahassee; contract let.

Fla., Panama City—Oscar L. Dillon, Jr., erect bungalow, San Blas; M. B. Hawkins, Inc., Contr.

Ga., Columbus—A. S. Woolfolk, 9 W. 12th St., erect 2 brick veneer dwellings, Cedar Ave.; 1 story, cost \$5000 each; owner builds.

Ky., Owensboro—Ray Barlow, care Kentucky Lamp Co., let contract to Lee Monarch for \$25,000 residence; Rugby face brick, 2 stories and basement, 50x30 ft., 10 rooms, stone trim, asbestos shingle roof, hardwood floors, steam heat, 4 tile baths; A. E. Neucks, Archt., Old Natl. Bank Bldg., Evansville, Ind. 3-24

Md., Baltimore—Wm. Schmidt erect \$15,000 residence, 4702 St. Albans Way; 2 stories, 46x72 ft., slate roof, hot water heat; Palmer, Willis & Lambdin, Archts., 513 N. Charles St.; L. L. Chambers, Inc., Contrs., 30th St. and Roland Ave.

Md., Baltimore—J. Edwin Gutman, care Julius Gutman & Co., erect \$35,000 residence, Woodholm Rd.; stone, 3 stories; Smith & May, Archts., Calvert Bldg.; R. Brook Maxwell, Landscape Archt., Old Town Natl. Bank Bldg.; H. Egl, Mech. Engr., 423 St. Paul Bldg.; Frainie Bros. & Haigley, Contrs., 19 W. Franklin St.

Md., Baltimore—Dr. E. Raymond Turner, care Johns Hopkins University, erect \$30,000 residence, 3702 St. Paul St.; hollow tile, 2½ stories; Fiske Kimball, Archt., Lemon Hill Mansion, Philadelphia, Pa.; Henry A. Knott & Co., Contrs., 2107 N. Charles St., Baltimore.

Md., Baltimore—Baltam Realty Co. erect 2 brick dwellings, Gittings Ave.; 2½ stories, 48x50 ft., slate roofs, hot air heat; total cost \$15,000; H. A. Stillwell, Archt.; Peyton B. Strobel Co., Contr., 206 E. Lexington St.

Md., Baltimore—J. Irving Bealmear, Fidelity Bldg., erect 7 brick dwellings, 4416-28 Clifton Ave.; 2 stories, 20x32 ft., slag roofs; total cost \$16,000; Geo. Wessel, Archt., 601 W. 40th St.; owner builds.

Md., Baltimore—P. S. Morgan, 514 St. Paul Pl., erect \$15,000 residence, 4707 Springlake Way; 2½ stories, 35x77 ft., slate roof, hot water heat C. H. Hebrank, Archt. 3 E. Lexington St.; owner builds.

Md., Baltimore—Maryland Realty Corp., 20 E. Franklin St., erect 15 brick dwellings, 2900 blocks Westwood Ave. and Peabody St.; 2 stories, 22x32 ft. and 20x32 ft., steam heat; total cost about \$40,000; F. E. Beall, Archt., 306 St. Paul St.; owner builds. 11-17

Md., Baltimore—Packard Construction & Development Co., 508 St. Paul St., erect \$10,000 brick residence and garage, 306 Broxton Rd.; 2 stories, 35x45 ft. and 18x12 ft., slate roofs, vapor heat; Cyril H. Hebrank, Archt., 3 E. Lexington St.; owner builds.

Md., Baltimore—John G. Medinger, Cathedral and Biddle Sts., erect \$15,000 brick residence, 201 Taplow Rd.; 2 stories, 35x62 ft., slate roof, vapor heat; J. W. Wolcott, Archt., 18 E. Lexington St.; Henry T. Sorrell & Son, Contrs., 4112 Kathland Ave.

Miss., Ocean Springs—Branigar Bros., Biloxi, Miss., and 160 N. La Salle St., Chicago, Ill., started work on 10 dwellings as first

unit of dwelling group, Gulf Hills; 4 rooms, Spanish type; cost \$78,000.

Mo. Jefferson City—O. A. Wilkerson erecting additional bungalow Woodcrest; built-in features.

Mo., Kansas City—B. F. Dorman, 305 New England Bldg., erect 4 frame dwellings, 5911-19 Indiana St.; 1 story, 22x34 ft.; total cost \$12,000; owner builds.

Mo., Springfield—J. W. Klingner, 404 E. Commercial St., let contract to S. E. Dodds, 530 W. Lynn St., for \$12,000 residence, 1425 Washington Ave.; brick and tile, 2 stories and basement, 33x51 ft.; Geo. F. Reed, Archt., Woodruff Bldg.; plumbing, O. K. Plumbing and Heating Co., 306 E. Commercial St. 11-10

Mo., Springfield—Dr. Arthur Knapp, 1345 Washington St., erecting \$17,000 brick and tile residence, N. Washington Ave.; A. M. Mayfield, Contr., 1033 E. Commercial St.

Mo., Springfield—W. D. Roark erecting brick residence, 825 E. Belmont St.; James Link, Contr.; brick by Contr.

Mo., St. Louis—Clifton Realty Co., Clifton and Southwest Sts., erect 3 brick dwellings, 6443-47-51 Southwest Ave.; 1 story and basement, 25x36 ft., asphalt shingle roof, hot air heat; total cost \$18,000; Watson Construction Co., Contr., 1542 S. Theresa St.

Mo., St. Louis—Henry Welhoelter, care John B. Paulus, Archt., 4729 Northland Ave., erect brick residence, Perry Ave. near Kingshighway; 2 stories and basement, 37x25 ft., oak floors, concrete foundation, tile bath, composition roof; work by sub-contracts.

Mo., St. Louis—O. C. Wilder, care Gill & Jackson, Archts., 520 Buder Bldg., erect \$12,000 residence, E. Moorland Drive; brick, 2 stories and basement, 26x35 ft., oak and tile floors, slate roof, hot water heat; J. E. Williams, Contr., 6914 Dartmouth Ave.

Mo., St. Louis—W. H. Stubblefield, 3628 S. Grand Ave., erect 3 brick dwellings, 7172-76-78 Eichelberger St.; 2 stories, 26x29 ft., composition shingle roofs, hot air heat; total cost \$18,500; Messmer & Koderman, Archts.; Morrow Real Estate Co., Contr., 5117 Gravois St.

N. C., Greensboro—S. S. Alderman erect \$40,000 Norman type residence, Guilford and Rockingham Rds., Sedgfield; 9 rooms; Harry Barton, Archt.; Burns-Hammond Construction Co., Contr., all Jefferson Bldg.

N. C., Greensboro—Home Investment Co. erect 3 frame dwellings, Benbow Rd.; 2 stories, 6 rooms, total cost about \$10,000; M. W. Lewis, Contr., Glenwood.

Okla., Ada—E. W. Boyd erect 5 dwellings, 800 block E. Fifth St.; total cost \$25,000; owner builds.

Okla., Oklahoma City—D. Replogel, Continental Bldg., let contract for \$75,000 residence to H. P. Smiser, 613 N. Hudson St.; brick and concrete, composition roof, hardwood floors and finish, rein. and struct. steel; Leonard Bailey, Archt., Colcord Bldg.; foundation completed by Campbell & Price, 605½ W. Main St.

Okla., Oklahoma City—Harden Co. erecting 8-room duplex, 2723 W. 19th St.; cost about \$10,000.

Okla., Tulsa—R. D. Teasley and H. A. Eichenberger erect 11 brick dwellings, Evanson St. bet. 12th and 13th St.; 6 rooms; 3 started.

S. C., Greenville—W. D. Parrish, 318 Crescent Ave., let contract for \$15,000 residence, McDaniel Ave., to Cox & Hodgins Construction Co., Emacee Bldg.; brick veneer, 2 stories; W. R. Ward, Jr., Archt., Walker Bldg. 10-20

S. C., Greenville—Dr. Will Fewell, Jervey-Jordan Bldg., erect \$12,000 residence, Alta Vista; frame, 2 stories, 54x48 ft.; Beacham & LeGrand, Archts., 17-A North St.; Ricker & Kremer Construction Co., Contrs.

Tenn., Memphis—F. P. Carpenter, Falls Bldg., let contract to Home Builders Corp., 516 Derman Bldg., for \$13,000 residence, Highland Ave. and Windover Rd.; brick and stone veneer, 1 story and basement, about 80x40 ft., oak floors, tile roof, 3 tile baths, hot-water heat. 10-20

Tex., Amarillo—E. G. Benner let contract for \$32,700 residence, 1102 N. Kentucky St., San Jacinto, to C. C. McMurtry, 801 Jackson St.; 6 rooms, 1 story.

Tex., Austin—Murray Graham, 1221 Marshall Lane, let contract for \$20,000 residence to Claude Traweck, 791 Highland Ave.; brick and stone, 2 stories, concrete foundation, oak and edge-grain pine floors, tile baths, hot water heat; Edwin C. Kreisle, Archt., Scarbrough Bldg. 11-10

Tex., Beeville—E. C. Lewis, Contr., started work on residence.

Tex., Dallas—J. P. Stephenson, 1209 Main

St., erect \$25,000 residence, Greenway Park; brick veneer, 2 stories, slate roof; Fooshee & Cheek, Archts., Athletic Bldg.; Nix & Miller, care Trinity Lumber Co., 3705 Main St., contract on cost plus basis. 11-10

Tex., Houston—M. M. Brogdon has heating and plumbing contract for \$13,000 residence for Claiborne McCauley; frame and stucco, 2 stories, wood shingle roof; Russell Brown Co., Archt.-Contr., 3104 Main St. 11-10

Tex., Houston—Nolan Plumbing Co., 4405 Greely St., has Arcola heating and plumbing contract for \$17,500 residence for Harry W. Freeman, Bankers Mortgage Bldg.; electrical work, Klese Electric Co., 6407 San Jacinto St.; concrete work, J. E. Patterson, 717 E. 11th St.; millwork, Ditman Mill Co.; roofing, Blumenthal Sheet Metal Works; L. Gabert, Archt., Binz Bldg.; J. A. Roberts, Contr., Bankers Mortgage Bldg. 11-17

Tex., Houston—D. S. Cage, Jr., 2001 Nance St., erect residence, Eagle St.; Steele & Brewer, Contrs.

Tex., Houston—S. P. Gott, care Marine Construction Co., started work on 2 brick veneer duplexes, MacGregor and Berry Sts., Washington Terrace; 2 stories; total cost \$28,000.

Tex., Houston—Johnston & Gustavson started work on 2 dwellings, Blodgett St.; total cost \$27,000.

Tex., Houston—Pincus Juran erecting bungalow, Wheeler and Live Oak Sts.; F. Lasky, Contr.

Tex., Houston—A. L. Dennison, Colquitt in West Lancaster, erect 2 brick veneer duplexes near Sidney Lanier Junior High School; 2 stories, 12 rooms and baths, asbestos shingle roofs; T. A. Lambright, Contr.; owner considers erecting several additional duplexes.

Tex., Midland—J. F. Braun started work on 10 cottages.

Tex., San Angelo—Frank E. Miller remodel dwelling, 207 S. Park St.; cost \$10,000 to \$12,000; new roof; H. L. McBride, Contr.

Tex., San Antonio—American Building Co., A. H. Cadwallader, Jr., Pres., 1615 W. Kingshighway, erect 26 dwellings, Olmos Park Estates; 5 to be started in few days; 15 dwellings, 1800 and 1900 blocks, W. Magnolia Ave., Woodlawn district, in addition to 5 already under construction in same location, and two \$25,000 rock dwellings, Rosewood Ave., Oakmont addition; total expenditure about \$500,000.

Tex., San Antonio—M. A. English, Brady Bldg., erect 6 brick veneer dwellings, 600 block Avant St. and 1439 Schley Ave.; 5 rooms; total cost \$21,000; owner builds.

Tex., San Antonio—H. F. Schurman erect \$15,000 stucco residence, 300 block Mary Louise Dr.; Busby Building Corp., Contr., Woodlawn Pl.

Tex., Wichita Falls—C. H. Parker, 611 Indiana St., let contract for \$30,000 residence to Carr & Blakemore; brick veneer, 2 stories, tile roof; Harris H. Roberts, Archt., 453 Harvey Snider Bldg. 9-20

Hospitals, Sanitariums, Etc.

Ala., Birmingham—Otis Elevator Co., 2310 Third Ave., N., has elevator contract for \$500,000 Hillman Hospital annex; Harry B. Wheelock, Archt., Steiner Bldg., Birmingham; Percy W. Swern, Const. Archt., 19 S. LaSalle St., Chicago, Ill.; A. J. Krebs Co., Contr., Watson Bldg., Atlanta, Ga. 10-20

Md., Henryton—State let contract to North-Eastern Construction Co., Lexington Bldg., to alter buildings, Colored Tuberculosis Sanatorium, and erect administration wing; tile and stucco, wood floors, slate roof; extend present heating plant; Buckler & Fenhagen, Archts., 325 North Charles St., both Baltimore. 11-3

Md., Mount Wilson—State let contract to North-Eastern Construction Co., Lexington Bldg., for brick building at tuberculosis sanatorium; 200x100 ft., 3 stories, slate roof, concrete floors with plastic finish; Buckler & Fenhagen, Archts., 325 N. Charles St., both Baltimore. 11-3

Mo., Cape Girardeau—Walther Furniture Co. has furniture contract, including beds, for \$140,000 Southeast Missouri Hospital nearing completion; Linens, blankets, drapery, china, silverware and kitchen utensils, Buckner-Ragsdale Co.; office equipment, Missourian Printing and Stationery Co.; artificial refrigeration equipment, Electric Supply Co., all Cape Girardeau; sterilizing equipment, American Sterilizer Co., Chemical Bldg., St. Louis; X-ray equipment, Magnuson X-ray Co., Omaha, Neb.; surgical equipment, Joesting & Schilling Co., St. Paul, Minn.; refrigerator boxes, F. Tiemann Stove and Hardware Co., 210 Walnut St.; kitchen equipment, Cooke Stubinger Kitchen Equipment Co., 915 Market

St.; total cost about \$35,000; Hoener, Baum & Froese, Archts., 3605 Laclede Ave., all St. Louis, Mo.; Arthur H. Gerhardt, Contr. 12-9-26

Okl., Norman—B. Z. Hutchinson, 405 W. Second St., has plumbing and heating contract for \$150,000 infirmary, University of Oklahoma; wiring, Wetherbee Electric Co., 510 N. Hudson St.; Layton, Hicks & Forsyth, Archts., Braniff Bldg.; C. M. Dunning Construction Co., Contr., 42½ N. Hudson St., all Oklahoma City. 10-27

Tex., Beaumont—Union Art Mosaic Tile Co., 2003 McKinney St., Houston, has tile work contract for \$84,000 hospital for Drs. Mann, Alexander and Gardner; Phelps & DeWees, Archts., Gunter Bldg., San Antonio; Herman Weber, Contr., 311 Perlestein Bldg., Beaumont. 10-6

Va., Norfolk—Norfolk Protestant Hospital let contract to E. E. Weddle & Co., 271 Bank St., for \$12,000 addition to children's ward; 6 private rooms and ward; to be erected on second floor of main building; Calrow, Browne & Fitz Gibbon, Archts., Royster Bldg. See Want Section—Building Material and Equipment. 11-17

Hotels and Apartments

D. C., Washington—Army and Navy Apartments, Inc., has plans by Fletcher Fireproofing Co., 927 5th St. N. W., Bldrs.-Archts., for \$225,000, 12-story, concrete, brick, limestone trim apartment building, 816-20 Connecticut Ave.; 65 apartments, 2 electric elevators, electric refrigeration. 11-17

Fla., Jacksonville—Fred Thellman, Builder, 401 Barnett Bank Bldg., erecting \$15,000, 2-story, hollow tile, 4-family apartment building; oak floors, concrete foundation, built-up and tile roof; Marion T. Abernathy, 655 Long Branch Blvd., electric work; P. C. Fuhrman, 1827 Union St., plumbing; W. W. Ward, Archt. 11-17

Ga., Atlanta—Chas. T. Alexander, Virginia Hotel, Bristol, Va., and A. J. Higgins, V.-P., Smith Higgins Co., Johnson City, Tenn., leased Piedmont Hotel; plans by and let contract to M. L. Beeler, Johnson City, for improvements and alterations, cost \$200,000; work will probably not begin until 1929. 11-17

Ga., Brunswick—Sea Island Supply & Construction Co., Contrs. for 110-room, \$450,000 reinforced concrete and stucco hotel at Glynn Island for Sea Island Investments, Inc., Paul J. Varner, V.-P., receiving bids, to be opened Dec. 1, for sub-bids and material; W. L. Stoddard, Archt., 50 E. 41st St., New York. 9-29

Ga., Cartersville—F. E. Jennings begin work about Jan. 1 on 3-story, 108x74 ft., semi-fireproof, brick, tile and frame hotel for which R. V. Grayson, 815 Glenn Bldg., Atlanta, has contract at \$64,250; wood and tile floors, built-up roof, concrete foundation, one-pipe steam heat. See Want Section—Building Material and Equipment. 11-10

Ga., Quitman—Valdosta Plumbing & Heating Co., Valdosta, have contract for plumbing and heating in 52-room hotel for Quitman Community Hotel Corp.; Haverstick Constr. Co., Contr., at \$86,750; James T. Murphy, Archt., Lakeland. 9-1

La., New Orleans—Strand Meat Market, 1015 Gravier St., let contract to J. M. Werling, 2909 St. Bernard Ave., for 16-apartment stucco building, Napoleon Ave. and Prytanla St.; Italian architecture. 11-17

Md., Baltimore—Henry M. Reinhart, Builder, Calvert Bldg., broke ground for \$600,000, 4-story and basement, 100x115-ft., brick apartment hotel to be known as the Baltimorean. Charles St. near 29th St.; interlocking hollow tile walls, imitation Indiana limestone trim (either Econo or Linthicum), walls of lobby and columns finished with Alabama pink marble, metal lath, plastered walls, pine, white oak, tile and concrete floors, Warren-Ehret specification and slate roof, dumbwaiters, 2 Warsaw automatic electric elevators, Copeland refrigerating system, kitchen cabinets, Hoffman vapor heating plant, Kewanee boiler (America Radiator Co.'s radiators or equal), Kernerator incinerators; Frederick E. Beall, Archt., 396 St. Paul St.; bids desired on sub-contracts. 11-3

Md., Frederick—Misses Nettie and Kate Johnston let contract to Hahn & Betson for 2-story apartment building on Second St.; Joseph Urner, Archt. 11-17

Mo., Kansas City—Guy H. McCanles, Pres., McCanles Bldg. Co., 400 Victor Bldg., broke ground for two 8-story, fireproof, reinforced concrete, brick and terra cotta, Italian Renaissance type apartment hotel, Wornall Road and Main St. in Loma Linda Dist.; each building to contain 56 apartment suites and 8 hotel rooms; will be joined to present exterior appearance of one structure; Alonzo H. Gentry, Archt., 202 Dunlap Bldg. 10-13

Mo., St. Louis—E. K. Bannerman, 4320 W. Pine St., let contract to N. B. Howard, 1104

International Life Bldg., to alter 2-story tenement; cost \$12,000. 11-17

Mo., St. Louis—Cal C. Lawrence let contract to Arsenal-Watson Co., 3358 Union Ave., for \$16,000, 2-story and basement, 34x56 ft., brick apartment building, Art Hill Place; stone foundation, composition shingle roof, stone trim, oak floors, hot air heat; C. E. Etz, Archt., 110 Seventh St. 11-17

Mo., St. Louis—T. Catlin Estate, 804 Chestnut St., let contract to Amber & Zimmerman, 1228 Pine St., for \$25,000, one-story, brick, mercantile building, 601-11 Franklin St.; 125x30 ft., composition roof, steam heat. 11-17

Mo., St. Louis—W. M. Smith, 5054 Queens St., erect three 2-story tenements, 4540-44 Queens St.; cost \$15,000; 24x42 ft., brick, asphalt shingle roofs; J. E. Tarling, Archt., 2808 N. Grand Blvd.; owner builds. 11-17

Mo., St. Louis—L. Frese, 3150 Gustine St., let contract to R. L. Dawson, 6012 Columbia St., for \$10,000, 2-story, 27x43 ft., brick tenement, 3889 Juniata St.; slate roof, hot-air heat. 11-17

Mo., St. Louis—Gabbert & Moloney, 2720 N. Grand Blvd., let contract to Ace Realty and Building Co., 1554 Bell Telephone Bldg., for two 2-story, 36x39 ft., brick tenements, 4925-31 Eichelberger St.; cost \$20,000; composition roofs, hot-air heat. 11-17

Mo., St. Louis—A. Bahlkow, 3632 Bates St., has plans by and let contract to R. Lalendecker, 5432 Nagel St., for \$15,000, 2-story, 64x49 ft., brick tenement, 3615-19 Lewis St.; asphalt shingle roof, hot water heat. 11-17

Mo., St. Louis—E. Koppelman, 4039 Labadie St., has plans by and let contract to R. L. Woerheide, 6219 McPherson St., for \$11,000, 2-story, 25x48 ft., brick tenement, 4631 Moraine St.; asbestos roof, hot water heat. 11-17

Mo., St. Louis—C. Pelster, 5822 Highland Ave., erect \$10,000, 2-story, brick apartment building, 4318 Sacramento St.; concrete foundation, tar and gravel roof, hot air heat; plans and construction by owner. 11-17

Mo., St. Louis—C. H. Weber, 3739 Schreve St., erect \$25,000, 2-story and basement, 37x43 ft., brick apartment building, 4680-82 Kosuth Ave.; composition roof, oak floors, stone foundation, hot air heat; plans and construction by owner. 11-17

Okl., Oklahoma City—J. W. Hawk of Hawk & Parr, Archts., Cotton Exchange Bldg., let contract to C. E. Huffman & Son for \$100,000, 3-story, 40x160-ft. brick and stone, semi-fireproof apartment building, 25th St. and Hudson Ave. 11-17

Okl., Tulsa—Mortgage Bond Co. excavating for \$70,000, 3-story and basement, brick veneer apartment building; Geo. C. Burgin, Contr., 3800 S. Owasso St. 11-17

Tex., Brownsville—Lee B. James let contract to Home J. Fitch for \$35,000, 2-story, 125x32-ft., hollow tile, brick and reinforced concrete apartment building; 2-story garage and servants' quarters; Page Bros., Archts., Austin Natl. Bank Bldg., Austin, and Brownsville. 10-20

Tex., Houston—Mike Delmont, 3034 Washington St., let contract to P. H. Fredericks, 1820 Cortlandt St., for 2-story brick veneer store and apartment building, Washington Ave. and Leaverton St.; L. Gabert, Archt., Binz Bldg. 11-17

Tex., Houston—J. E. Michels, Contr., 4003 Wilmer St., has permit to erect \$18,000, 2-story brick veneer apartment building, 3902 Dallas Ave.; asbestos shingle roof. 11-17

Va., Norfolk—Southland Hotel, M. L. Orebaugh, Mgr., Granby and Freemason Sts., let contract at \$47,207 to D. N. Morrison Construction Corp., Law Bldg., for remodeling hotel; space for 7 stores on ground floor, mazzanine floor for dining room and kitchen; Peebles & Ferguson, Archts., Law Bldg. 9-8

Va., Richmond—Davis Bros., Inc., J. Lee Davis, Pres., 1716 Summit Ave., soon start work on \$250,000 fireproof apartment hotel on Fifth St. between Grace and Franklin Sts.; 76x125 ft., stone front, brick and concrete. 11-17

Miscellaneous

Ala., Hollywood—Nelson Real Estate and Investment Co., 2032 N. Fourth Ave., let contract to E. G. Holliday Co., Martin Bldg., for 250x100-ft., one-story and basement, brick and hollow tile clubhouse; tile and hardwood floors, composition roof, steam heat; J. E. Sallie, Archt., Age-Herald Bldg., all Birmingham. 11-17

Fla., Clermont—C. B. White and Harry Whyel, Uniontown, Pa., let contract to C. E. Tabor for 32-room addition and remodeling Clermont Clubhouse; cost \$25,000. 11-17

Ky., Paducah—Paducah Mothers' Club let contract to H. S. Quinn & Son for \$10,000,

2-story, brick day nursery building, 1214 Bernheim Ave.; Lockwood & Gasser, brick; Jamieson & Eddings, Archts., 628 Broadway. 11-17

La., New Orleans—Donald A. Maginnis, Carondelet Bldg., let contract to Denegre & Woodward, Inc., Louisiana Bldg., for alterations to building, 925 Burdette St.; cost \$20,500. 11-17

La., New Orleans—Following sub-contracts awarded on building, Washington and Broad Sts. for Crown Food Palaces, Inc., Electric work, Geo. P. Calre, 4310 S. Rocheblave St.; glazing, Pittsburgh Glass Co., 316 Girod St.; masonry, J. D. McGee, 515 Hillary St.; ornamental iron work, Marquise Machine Works, 1634 Callippe St.; plastering, A. LeDuff, 1933 St. Bernard Ave.; reinforcing steel, Ole K. Olsen, 325 N. Cortez St.; all New Orleans; cast stone, Pyramid Stone Co., National and Center Sts., Houston, Texas; Lockett & Chachere, Archts., Balter Bldg. 11-17

Tex., Brady—Brady Country Club let contract to J. H. Kelly, Brownwood, for \$10,000, one-story and basement, stone clubhouse; concrete foundation, tile roof; Beverly W. Spillman, Archt., Alamo Bank Bldg., San Antonio. 10-27

Tex., Memphis—Memphis Country Club started work on \$10,000, 2-story, stucco clubhouse; basement with gymnasium and locker rooms. 11-17

Va., Petersburg—Crater Battlefield Assn., A. W. James, Pres., Richmond, erecting clubhouse and museum in connection with development on 135-acre site near Petersburg; Fred Finley, Archt., Richmond; owner builds. 11-17

Railway Stations, Sheds, Etc.

Tex., Houston—Berger Manufacturing Co., 720 McKinney St., has contract for steel equipment in freight house and office building under construction for Missouri-Kansas-Texas R. R. Co., F. Ringer, Ch. Engr., St. Louis, Mo.; T. H. Johnson, 107½ S. Ohio St., Sedalia, Mo., Contr. at \$250,000. 7-28

Tex., Quitaque—C. S. Lambie Construction Co., Denver, Col., has contract to erect \$14,000, 30x104-ft. brick veneer railway station. 11-17

Schools

Fla., Hastings—St. Johns County Board of Public Instruction, R. B. Meserve, Supt., St. Augustine, let contract at \$14,135 to R. W. Wood, 205 First Natl. Bank Bldg., St. Augustine, for 1-story, 120x85 ft., frame school building; pine floors, composition roof; F. A. Henderich, Archt., Jefferson Bldg., St. Augustine. See Want Section—Building Material and Equipment. 11-10

Ga., Gainesville—Pacolette Mills, New Holland, having plans prepared by Lockwood, Greene & Co., Healey Bldg., Atlanta, for \$190,000, 3-story and basement, 103x138-ft., brick, hollow tile, limestone trim, fireproof school building; reinforced concrete footings, concrete floors, steam heat; Mr. Prater, care D. W. Anderson, Pacolette Mills, will have charge of construction. 11-17

Ky., Frankfort—Board of Trustees, Kentucky Industrial College for Negroes, let following contracts for 3-story, brick, girls' dormitory; Kent K. Kern, Gen. Contr. at \$114,000; lighting fixtures, Moore, Young & Co., Lexington; plumbing, Skein Daniel; interior decorating, Chas. A. Whitehead; Frankel & Curtis, Archts., 401 Hernando Bldg., Lexington. 11-3

La., Ida—Caddo Parish School Board let Shreveport contract at \$66,966 to H. Cleveland for 2-story, brick school; Edw. F. Neild, Archt., City Bank Bldg., Shreveport. 10-20

Mo., Fulton—Westminster College, Dr. M. E. Melvin, Pres., start work about Dec. 1 on \$100,000 gymnasium; build by day labor; 2 stories, 85x125 ft., brick, concrete and steel, hardwood floors, concrete foundation; C. A. Smith, Archt., Finance Bldg., Kansas City, Mo. See Machinery Wanted—Building Material and Equipment. 11-17

Mo., Westphalia—St. Joseph's Roman Catholic Church, Rev. H. C. Mellies, Pastor, let contract to Joseph A. Leuthan, Jefferson City, for \$25,000, 2-story and basement, 58x75 ft., 4 classroom and auditorium parochial school; Wessebecher & Hildebrand, Archts., 826 Buder Bldg., St. Louis. 11-10

N. C., Greensboro—Guilford County Board of Education let contract at \$39,575 to J. W. Stout, Sanford, for building for Springfield and Oak Shade Consolidated Schools; 12 rooms, library, auditorium; Hunt Bros., 407 Walker Ave., heating and plumbing, \$8900; H. B. Hunter, Archt., 116 N. Main St., High Point. 9-15

N. C., Sandy Ridge—Stokes County Board of Education, Danbury, started work on \$13,700 school building; one story, hollow tile and brick veneer. Address Fowler & Mitchell, Archts., Pilot Mountain. 11-17

Okl., Goodwell—Panhandle Agricultural and Mechanical College started work on \$25,000 science hall.

Tenn., Germantown—Shelby County Board of Education, Memphis, let contract to F. O. Martin, Arlington, for \$15,000 gymnasium and lunchroom. 11-17

Tenn., Madisonville—Monroe County Board of Education let contract to Watson Lumber and Manufacturing Co., for one-story, 64x45 ft. school building; concrete foundation, oak floors, composition shingle roof.

Tenn., Martin—University of Tennessee Junior College, C. Porter Claxton, Executive Officer, let contract at \$69,653 to N. B. Williams for science hall and home economics buildings; Barber & McMurry, Archts., General Bldg., Knoxville. 11-3

Tenn., Selmer—School Board let contract to E. C. Reynolds and J. R. Dancer for 50x85 ft., brick gymnasium on high school campus.

Tenn., Whitehaven—Shelby County Board of Education, Memphis, let contract to B. W. Cocke & Son, 63 S. Third St., Memphis, for \$60,000 auditorium and 6-room school. 11-17

Tex., Austin—Houston Structural Steel Co., 3910 Washington St., Houston, has contract for steel on Mechanical Engineering Laboratory at University of Texas for which R. Russell Sapler, 5906 Lewis St., Dallas, has general contract at \$55,000.

Tex., Lufkin—Board of Education let contract to Berry Construction Co., for 3-room addition to high school on Ellis Ave.

Stores

D. C., Washington—W. L. Belt, 1524 Allison St. N. W., has contract to erect \$25,000, one-story, brick store building, 3614-16 Georgia Ave. N. W.

Ga., Atlanta—Massell Realty Co., 15 Poplar St., erect \$30,000, 2-story and basement, 52x155-ft. store building, Spring and Linden; reinforced concrete footings, structural steel trusses, steel sash, built-up roof, plate glass; also \$15,000, 42x115-ft., one-story and basement brick store, 364 Spring St.; plate glass front, built-up roof; owner builds.

Ga., Augusta—W. S. Hornsby, Pres., Pilgrim Health & Life Insurance Co., let contract to erect \$10,000, 2-story brick store and office building, 1005 Ninth St.; J. B. Storey, Archt., Leonard Bldg.

La., New Orleans—Following subcontracts awarded on 9-story and basement building, Carondelet and Lafayette Sts., for Max Barnett Furniture Co., R. P. Farnsworth & Co., Maritime Bldg., contractors at \$343,376: Caulking, Geo. F. Kroehl & Co., Southern Bldg.; freight elevator doors, Southern Building Materials Co., Maison Blanche Bldg.; glazing, E. W. Ullrich Glass Co., 808 Baronne St.; marble work, Albert Weiblen Marble & Granite Co., 521 City Park Ave.; ornamental and miscellaneous iron, structural steel, Kalamien doors, fire doors, access doors, colling shutter and flag pole, P. C. Dowell, City Bank Bldg.; plastering, A. L. Fishman, 612 Gravier St.; reinforcing steel, steel sash, I plates, contact laths, metal forms, Truscon Steel Co., Canal Bank Bldg.; sheet metal work, Standard Sheet Metal Works, 635 S. Peters St.; all New Orleans; tile and terrazzo, Glanoff Co., Atlanta, Ga.; granite, Perry Bros., Concord, N. H.; Weiss, Greyfous & Seifert, Archts., Maison Blanche Bldg. 9-29

La., New Orleans—Wm. B. Reily & Co., Inc., 640 Magazine St., let contract to Mayer Godchaux Co., Inc., 718 Poydras St., for heating and plumbing in building, 634-36 Magazine St., cost \$10,154.

La., New Orleans—F. H. McInerney, Constr. Mgr., McCrory Stores, Corp., Room 426 Roosevelt Hotel, let contract to Minton-Scobell Co., The Arcade, Cleveland, O., for remodeling 3-story fireproof building at 1005-07 Canal St., with 3-story, hollow tile brick and stucco trim extension through Burgundy St. and 2-story fireproof building on lot adjoining on Burgundy St.; Johns Mansville asbestos roof, Kalamien doors, sprinkler system, elevators; B. Merrill, Consit. Engr., 1008 Title Guarantee Bldg. 11-3

Miss., Jackson—Dr. E. A. May let contract to McGee & Wetmore, both Lamar Bldg., for \$15,500, 1-story, 50x70 ft., brick and steel store building; N. W. Overstreet, Archt., Miss. Fire Insurance Bldg.

Mo., St. Louis—T. Browne, 7158 Manchester St., let contract to W. J. Blanner, 7711 Jerome St., for \$12,500, 2-story store and office building, 7158-60 Manchester St.; 50x60 ft., brick, composition roof, hot water heat; J. L. Willingham, Archt., 8828 Powell St.

N. C., Winston-Salem—E. J. Angelo started excavation for store at Burke and Shallowford Sts.

Okl., Oklahoma City—Tibbs-Dorsey Mfg.

Co., P. W. Tibbs, Pres., 911 S. Walker St., remodel building at 221 W. First St., to be leased to Montgomery, Ward & Co.; work by company's construction force.

Tenn., Elizabethton—Burchfield, Stansberry & Quinn let contract to Jerry M. Thomas Construction Co., for 2-story, 75x90 ft., brick store and apartment building, Elk Ave.

Tenn., Nashville—Fred Goldner, 237 Fourth Ave. N., and others let contract to Cogswell-Koether Co., 406 Park Ave., Baltimore, for new front and other improvements to store building at 215-17 Fifth Ave., north; cost \$30,000; leased to W. T. Grant Co. 11-17

Tex., Amarillo—Turnley & Knapp let contract to George Parr Construction Co., 115 W. Sixth St., for store building, First St. and Maryland Ave., for the Piggly Wiggly Co.; 50x70 ft., one-story, brick and tile, composition roof, plate glass front.

Tex., Brownsville—F. W. Woolworth & Co. let contract to Proctor & Dudley for remodeling store building; cost \$20,000. 9-29

Tex., Lufkin—D. A. Campbell start work about Jan. 1 on \$20,000, 3-story, 25x140-ft., brick furniture store; concrete foundation; day labor; Shirley Simmons, Archt. See Want Section—Building Material and Equipment.

Tex., Plainview—P. Flaxman let contract to R. L. Newton for 2-story, 50x120 ft., brick store building on N. Broadway to be occupied by Franklin Grocery Co.

Tex., San Jacinto, Sta. Amarillo—Jeff D. Bartlett, City Mgr., let contract to W. R. Lytle for \$16,500, 70x90-ft., one-story brick building, 201 W. 16th St.; composition roof.

Theaters

Fla., Ocala—Walter R. Pedrick let contract to C. L. Martin & Co. for Spanish and French Renaissance type theater building on Ocklawaha Ave.; seating capacity 1000; to be leased by Acker & Lucas; Fredk. T. Uezell, Archt. 6-9

Mo., St. Joseph—Charwood Realty Co. let contract to Lehr Construction Co., 1712 Frederick St., for \$30,000 negro motion picture theater, Third and Francis Sts.; Webb Siemens, Archt., Bartlett Bldg. Incorrectly noted at Mo., St. Louis. 11-17

Tex., San Antonio—Victor Theaters, Inc., J. T. Wilson, Jr., Constr. Mgr., erect theater on Broadway at Mary D St. and theater on Main Ave. near Dewey Place; has under construction \$150,000 theater on Fredericks road, \$85,000 Harlandale Theater, \$85,000 Hackberry Ave. Theater and \$90,000 theater, Main Ave. and Broadway; Adams & Adams, Archts., Builders Exchange. 8-25

Warehouses

Fla., Jacksonville—Bacon & Hoyt Realty & Investment Co., 303 Park St., has permit to erect \$13,000, one-story concrete block warehouse, Liberty St.; L. A. Murr, Contr., 3638 Hedrick St.

Ga., Savannah—S. J. Proctor has contract to erect \$12,600 tobacco warehouse on tracks of Georgia & Florida Railway.

Ky., Louisville—Louisville Public Warehouse Co., Brook and Main Sts., let contract to J. F. Russell & Co., Brook and Bloom Sts., for \$65,000, one-story, galvanized iron storage warehouse, 10th and Hill Sts., foundations in; 110,000 sq. ft. floor space, composition roof, concrete foundation; D. Murphy & Bro., Archts., Louisville Trust Bldg. 11-17

Mo., St. Louis—Midwest Piping & Supply Co., 144 Miller St., let contract to J. H. Bright Constr. & Bldg. Co., 1821 Arcade Bldg., for \$10,000, one-story, brick addition to warehouse; 82x92 ft.; Klipstein & Rathman, Archts., Security Bank Bldg.

Tenn., Knoxville—Rowe Transfer Co., 415 N. Gay St., let contract to H. A. Gervin Constr. Co. for remodeling building, 415-17 N. Gay St., for storage purposes; fireproof; cost \$33,000.

Enlarged Production of the "Safety Saw."

A new industrial building is being erected at Bridgeport, Pa., for increased production of the "Safety Saw," marketed by the Safe Tool Manufacturing Company. This saw is used among contractors, in retail lumber yards, industrial plants of all kinds and wherever a saw is needed for maintenance and repair work. The saw rips, cross-cuts, dados, etc., and is designed for operation from any electric-light socket. It is equipped with a 1/2-horsepower motor. The saw is fully guarded to prevent injury to the operator.

INDUSTRIAL NEWS

Large New Bond Issue Offered.

Elsewhere in this issue Dillon, Read & Co. and Kissell, Kinnicutt & Co. announce a new issue of bonds. They are first mortgage 5 1/2 per cent sinking fund gold bonds of the General Cable Corporation, Series A, and amount to \$16,000,000 par value and they are offered in part at 99 and accrued interest. It is explained that \$11,882,000 of the bonds have been retained in part payment for assets and that the balance of \$4,318,000 are offered subject to prior sale. Full particulars appear in the advertisement.

Edward Browning.

Edward Browning, secretary of the Belmont Iron Works, Philadelphia, Pa., died at his home in Devon, Pa., near Philadelphia, on October 22. He was 41 years of age. Mr. Browning, who was a graduate mining engineer of Sheffield Scientific School, Yale University, traveled extensively in the course of his profession before being connected with the Belmont works. During the World War he went to France with an ambulance unit and he enlisted in the First Division when the American troops reached there. He was cited for bravery. Mr. Browning was active in Boy Scouts work and in several other ways for the advancement of society. He is survived by his wife, Mrs. Louise B. Browning, and four children—two sons and two daughters.

Film Reels About Big Electric Enterprises.

Stone & Webster, Inc., 49 Federal street, Boston, Mass., is accepting bookings for the two-reel film, "From Coal to Electricity," prepared for those who are interested in knowing how electricity is produced in the modern power station. The picture takes the observer not merely through the station, but inside each machine and piece of apparatus to see exactly how it works. A two-reel film describing the 600,000-horsepower hydro-electric development being built on the Susquehanna River near Conowingo, Md., will also be released at once by this firm. The development is being carried out by the Philadelphia Electric Power Company under the supervision of William C. L. Eglin, vice-president and chief engineer. The motion picture, "Conowingo," will show the most interesting points in the construction of this great undertaking.

Oil Well Pump Plant Changes Hands.

E. M. Smith, president of the Emsco Derrick and Equipment Company of Los Angeles, Cal., has announced its purchase outright of the complete plants, equipment and all branch stores, as well as all products, stocks on hand and patent rights of the D. & B. Pump and Supply Company, whose main factory and general offices are also located in Los Angeles. Beginning November 1, all operations and transactions of the last-named company have been and are now under the control of the Emsco Derrick and Equipment Company. The latter is one of the largest manufacturers of oil-well equipment in the world, producing a complete line of steel derricks and machinery for drilling operations, while the company which it has just bought is one of the largest manufacturers of oil-well pumping equipment. It is stated that no change in the personnel of the D. & B. company will be made, at least for the present. Both companies will operate under the control of the purchasing company and its present executive staff. The Emsco organization has a branch manufacturing plant at Houston, Texas.

WANT SECTION

THE CLASSIFICATIONS IN THIS SECTION ARE:

Machinery and Supplies

Under this heading are reported requests for data, prices and literature and information on machinery, supplies and miscellaneous materials of a wide variety.

Items in this department are published without charge and these columns are open for the publication of wants of all kinds relating to construction work, machinery, materials and supplies.

Building Materials and Equipment

This division comprises all classes and kinds of materials and equipment used in building and construction projects of every kind.

Bids Asked

Includes bids asked by U. S. Government, States, districts, municipalities, firms and individuals for machinery, materials, supplies and construction work.

Machinery and Supplies

Air Compressor.—W. M. Smith & Co. (Mchy. Dealer), Birmingham, Ala.—Wants 400 to 500 cu. ft. motor driven air compressor, late type, Ingersoll-Rand preferred.

Aluminum Tubing.—R. G. Briggs, Orchard Supply Co. (Landscape Engr.), 1908 Main St., Joplin, Mo.—Wants small quantity of aluminum tubing for experimental purposes.

Burh (stone) Mill.—Russell Engineering Co., Charles S. Russell, Miami, Fla.—Wants one small burh (stone) mill to grind corn into meal.

Candy Making Machinery.—W. P. Carson, Box 145, Kannapolis, N. C.—Wants prices on new or second-hand machinery for making candy, machines for hand use only.

Cars (Side Dump).—M. K. Frank, Park Row Bldg., New York City.—Wants to purchase eight to ten 3 or 4-yd. side dump cars, 30 in. gauge, delivery near Philadelphia, Pa.

Concrete Block Machines, etc.—A. B. Manry, Ocean View Station, Norfolk, Va.—Wants catalogs and price lists on concrete block machines and concrete mixers.

Concrete Mixers.—See Concrete Block Machines, etc.

Derrick (Steel Guy).—W. M. Smith & Co. (Mchy. Dealer), Birmingham, Ala.—Wants 100 to 115 ft. steel guy derrick.

Ditching Machine.—City Comms., Man-gum, Okla.—Wants to purchase ditching machine for water and sewer construction work.

Ice Plant.—McConnell & McLean, Livingston, Ala.—Wants data and prices on establishing and operating 5-ton ice plant.

Locomotive.—Hackley Morrison Co., Inc. (Mchy. Dealer), 204 N. Jefferson St., Richmond, Va.—Wants standard gauge saddle tank locomotive, 15-20 tons.

Locomotive.—W. M. Smith & Co. (Mchy. Dealer), Birmingham, Ala.—Wants 30 to 40 ton standard gauge saddle tank locomotive.

Log Washer.—Edw. W. Lawler, Inc., Durham Ave. and L. V. R. R., Metuchen, N. J.—Wants log washer, correspond with manufacturers.

Retorts.—H. H. Jennings, care of The Funkhouser Co., Hagerstown, Md.—Wants prices on retorts for chair factory.

Saw Mill.—J. T. Bonney, Jr., 645 Central Ave., St. Petersburg, Fla.—Wants complete saw mill equipment cutting up to 30-in.

Wood Splitting Machines.—Venable Motor Co., 423 Main St., Farmville, Va.—Wants wood splitting machines, correspond with manufacturers.

Wood Working Machinery.—Walt-Bullt Homes Co., 1930 Fredericksburg Rd., San Antonio, Tex.—Wants prices on combination electric portable wood working machinery.

- (1) Fire Plug
- (2) Hose
- (3) Iron
- (4) Pipe—6 and 4-in. cast iron water mains; and 2-in. galvanized pipe.

(5) Water Tank—25,000 to 75,000 gallons. Henry A. Mentz, City Engr., installing water system and wants prices on the above items.

- (1) Enamelware
- (2) Furnaces—hot air
- (3) Plumbing—fixtures, etc.
- (4) Rubber and Brass Goods
- (5) Pipe and Fittings—cast iron, soil
- (6) Malleable Fittings.

Clinton Plumbing and Supply Co., Inc., 323 Frisco St., Clinton, Okla., wants the above equipment and supplies.

- (1) Filter
 - (2) Hydraulic Press
 - (3) Vacuum Packing Machines—small.
- Bussler Distributing Co., Inc., 730 Gravier St., New Orleans, La., wants the above, also correspond with manufacturers.

- (1) Cars—flat
- (2) Locomotive
- (3) Rails.

J. T. Bonney, Jr., 645 Central Ave., St. Petersburg, Fla., wants the above equipment.

- (1) Drill—3-ft. radial, heavy duty type
- (2) Planer—36x36-in.x12-ft. heavy duty, belt or motor drive, electrical, 3 phase, 60 cycle, 220 volt
- (3) Saw—motor driven double mitre, 3 phase, 60 cycle, 220 volts
- (4) Trimmer—double end, capacity 8 to 20-ft. Hackley Morrison Co., Inc. (Mchy. Dealer), 204 N. Jefferson St., Richmond, Va., wants the above equipment.

- (1) Angles—up to 8x8x $\frac{3}{4}$ -in.
- (2) Elevator—for automobiles, to be operated by 220 volt

(3) Gears—steel or cast iron, cut or cast teeth, 24 to 48-in. diam., also pinions to match

- (4) I-Beam Hoists—1 or 2 ton capacity, A. C. or D. C.

(5) Japanning Oven—for baking large armatures, natural gas or electric heat, about 6-ft. long, 5-ft. high and 5-ft. wide

- (6) Lifting Magnet—for 220 volts, direct current

(7) Motors—30 h. p., 3 phase, 60 cycle, 220 volts, 900 r.p.m. AC 220 volts, 3 phase, 60 cycle; variable speed, 600-1200 r.p.m., AC 220 volts, 3 phase, 60 cycle

- (8) Steel—up to 5-in. round .030 to .045 carbon

(9) Steel sash for garage

- (10) Transformers—5 kv-a. 6600 to 440-220-110-volt and 2200 to 440-220-110-volt.

- (11) Steel Building—heavily constructed, 1 or 2-story, about 60x100-ft. for garage and shop.

Guyan Machine Shops, B. Shell, Pres., Logan, W. Va., wants above equipment and supplies.

Miscellaneous

Automobile Accessories.—Jones & Trott, Inc., Archts., Woodside Bldg., Greenville, S. C.—Wants prices on automobile service accessories for storage garage.

Cable.—J. S. Davis, Route 5, Danville, Va.—Wants 600-ft. of good used 5/8-in. cable.

Corn.—Russell Engineering Co., Charles S. Russell, Miami, Fla.—Plans constructing small corn mill and wants to purchase corn.

Gasoline and Oil Equipment.—Jones & Trott, Inc., Archts., Woodside Bldg., Greenville, S. C.—Wants prices on gasoline and oil equipment for storage warehouse.

Recording Instrument.—H. W. Dexter, 1706 S Street, Washington, D. C.—Wants to contract for manufacture of a screw stem and dial recording instrument in quantities not less than 50,000 at a time; instrument can be die stamped and parts machined; wants to correspond with manufacturers of recording instruments, engine counters and speedometers.

School Equipment.—J. W. Pearson, Waynesville, Ga.—Wants prices on school equipment for \$14,000 school building.

Seating.—S. M. Findley, Oak Park, Ga.—Wants prices on school desks in lots of 200, either new or second-hand; also on opera chairs in lots of 400; good condition.

Toy Wagons, etc.—Lewis Drug Co., Westminster, S. C.—Wants data on toy wagons and scooters for children, correspond with manufacturers.

Building Material and Equipment

W. P. Bridges, Capital and Lamar Sts., Jackson, Miss., wants prices on following for \$15,000 store building:

- Cast Stone
- Elevators
- Metal Ceilings
- Roofing—built-up
- Sprinklers
- Steel Sash and Trim.

Brooke B. Burnham, 1921 Comer Bldg., Birmingham, Ala., wants prices on following for \$25,000 dwelling:

- Electric Refrigerators
- Flooring—hardwood, linoleum, tile
- Incinerator
- Plaster Board.

Calrow, Browne & Fitz Gibbon, Archts., Royster Bldg., Norfolk, Va., want prices on following for \$12,000 hospital addition:

- Flooring—linoleum, tile.

Brickey, Wiggins & Brickey, Archts., 2103 Esperson Bldg., Houston, Tex., wants prices on following for \$25,000 firemen's training tower:

- Fire Escapes and Ladders
- Metal Doors
- Sprinklers
- Steel Sash and Trim
- Ventilators
- Wire Glass.

J. M. Brown, Lister St., Shreveport, La., wants prices on following for storage garage for Morris Baron:

- Cast Stone
- Metal Doors
- Roofing—built-up.

Fred R. Comb Co., Contrs., 2113 Chicago Ave., Minneapolis, Minn., wants sub-bids until Dec. 3 on following for post office and courthouse, Williamson, W. Va.; plans and specifications to be seen at Treasury Dept., Washington, D. C.:

- Concrete Piling
- Cork Tile Floors
- Cut Stone
- Glass
- Granite
- Hollow Metal Doors
- Marble
- Millwork
- Plumbing, Heating and Electric Wiring
- Reinforcement
- Sheet Metal and Roofing
- Slate.

Jones & Trott, Inc., Archts., Woodside Bldg., Greenville, S. C., wants prices on following for storage garage for John T. Woodside:

- Brick—texture face and common
- Heating—steam
- Plumbing
- Roofing
- Tile—hollow
- Pan Joist System.

Geo. F. Sansbury, Archts., Cumberland, Md., wants prices on following for 3-story office building:

- Cast Stone
- Flooring—linoleum, terrazzo, tile
- Incinerator
- Limestone
- Metal Doors
- Roofing—built-up
- Sprinklers
- Steel Sash and Trim
- Tile—gypsum, hollow
- Vault Doors
- Ventilators
- Wire Glass.

D. A. Campbell, Lufkin, Tex., wants prices on following for \$20,000 brick store building:

- Floors—hardwood
 - Metal Ceilings
 - Plaster Board
 - Steel Sash and Trim
 - Ventilators
 - Wire Glass.
- Also wants sub-bids on Elevators.

R. V. Grayson, Contr., 815 Glenn Bldg., Atlanta, Ga., wants prices on following for \$65,000 hotel at Cartersville, Ga.:

- Cast Stone
- Electric Refrigeration
- Floors—hardwood, tile
- Metal Ceilings
- Plaster Board
- Roofing—built-up
- Tile—gypsum
- Wire Glass.

Louis P. Josseland, Archt., 423 F St., Natl. Bank Bldg., Houston, Tex., wants prices on following for stucco dwelling:

Electric Refrigerators
Flooring—hardwood, tile
Plaster Board
Roofing—tile.

Will N. Noonan Co., 301 Builders Exchange Building, San Antonio, Tex., wants prices on following for \$15,000 church, Brady, Tex.:

Cast Stone
Flooring—tile
Rolling Partitions
Roofing—built-up, tile.

W. S. Rawlings, Contr., 320 W. 47th St., Kansas City, Mo., wants prices on following for \$20,000 dwelling:

Roofing—slate;
Also wants sub-bids on:
Heating
Painting
Plumbing
Sheet Metal
Roofing
Wiring.

Walt-Built Homes Co., 1930 Fredericksburg Rd., San Antonio, Tex., wants prices on following for dwellings:

Cast Stone
Drapery Fabrics
Flooring—terrazzo, tile
Incinerator
Limestone
Mail Chutes
Marble
Rolling Partitions
Roofing—slate, tile
Sprinklers
Steel Sash and Trim
Tile—interior
Terra Cotta Trim
Ventilators
Wire Glass.

Westminster College, Dr. M. E. Melvin, Pres., Fulton, Mo., wants prices on following for \$100,000 gymnasium:

Floors—hardwood, tile
Steel Sash and Trim
Steel Girders
Terra Cotta Trim
Tile—swimming pool
Wire Glass.

R. W. Wood, 205 First Natl. Bank Bldg., St. Augustine, Fla., wants prices on following for school building, Hastings, Fla.:

Blackboard—Duroplate, Hyloplate or equal
Plaster Board
Roofing—asphalt shingle.

Bids Asked

Asphalt Heaters.—State Highway Dept., Columbia, S. C.—Receives bids Dec. 1 to furnish wood or coal burning asphalt heaters, 100 to 120 gal. capacity with hand spraying attachments, etc.; Ben M. Sawyer, Ch. Highway Commr.

Automatic Sprinkler System.—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Receives bids Dec. 8 for automatic sprinkler system.

Automobile.—U. S. Veterans Bureau, Supply Div., Washington, D. C.—Receives bids Dec. 5 for 5 passenger, 4 door, light weight sedan.

Automobiles.—Quartermaster Depot, Camp Holabird, Md.—Receives bids Nov. 28 for 49 touring cars, 6 cylinder, and 75 sedans, 6 cylinders.

Baskets.—Pur. Agt., P. O. Dept., Washington, D. C.—Receives bids Nov. 30 for 700 vulcanized fibre baskets.

Benches (Park).—U. S. Veterans Bureau, Supply Div., Washington, D. C.—Receives bids Nov. 28 for 61 park benches.

Binders Board.—Pur. Agent, Government Printing Office, Washington, D. C.—Receives bids Nov. 25 for 40,000 lbs. of binders' board.

Brass.—Chemical Warfare Service, Edgewood Arsenal, Md.—Receives bids Nov. 26 for 10,000 lbs. sheet brass.

Bridge.—Brewton, Ala. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Belzoni, Miss., receives bids to improve and construct 2 bridges. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Fayetteville, W. Va. See Construction News—Bridges, Culverts, Viaducts.

Building Supplies.—Quartermaster Dept., Fort Sill, Oklahoma—Receives bids Nov. 28 for lumber, door bolts, nails, locks, catches, tacks, lime, brick, hollow tile, screen wire, shingles, reinforcing steel, etc.

Cabs.—Pur. Agt., P. O. Dept., Washington, D. C.—Receives bids Nov. 30 for 3 cabs for 1½ ton light aviation trucks.

Capstans.—U. S. Engr., Louisville, Ky.—Receives bids Nov. 25 for 8 steam capstans.

Case and Table.—Pur. Agt., P. O. Dept.,

Washington, D. C.—Receives bids Nov. 30 for 1 combination mailing case, dumping and stamping table and bag rack.

Chairs.—U. S. Veterans Bureau, Supply Div., Washington, D. C.—Receives bids Nov. 28 for 150 chairs, fumed oak finish.

Cloth, Buttons, etc.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Dec. 6 to furnish cloth, buttons, etc., delivery Philadelphia, Pa. Sch. 261.

Disinfectant.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Dec. 1 to furnish 2500 gal. disinfectant to depot Quartermaster, Philadelphia, Pa. Sch. 265.

Drainage Wells.—City Comsn., Clerk, Miami, Fla.—Receives bids Dec. 5 for drilling and casing twenty-two drainage wells, construct 22 drainage boxes, install about 175-ft. of 12-in. concrete connecting pipe; H. E. Ross, City Clerk.

Elevators.—State Hospital Removal, Improvement and Land Sale Comsn., R. L. Brown, Sec., Box 40, Jackson, Miss.—Receives bids Dec. 12 for 2 elevators for infirmary building for Mississippi Insane Hospital, Whitfield; plans and specifications from N. W. Overstreet Archt., Miss. Fire Bldg.

Engine.—U. S. Engr., Galveston, Tex.—Receives bids Nov. 28 for 1 engine, 4 cylinder, 40 h.p.

Fan and Ventilator.—U. S. Engr., Galveston, Tex.—Receives bids Nov. 28 for one 24 in. exhaust fan and 1 ventilator.

Foot Powder.—Pur. Agt., P. O. Dept., Washington, D. C.—Receives bids Nov. 28 for 400 cans of foot powder.

Gasoline.—A. L. Wright, Orange County Road Supt., Orlando, Fla.—Receives bids Nov. 28 to furnish one car, 10,000 gal. capacity, U. S. standard motor gasoline, f. o. b. shipping point.

Gasoline, Greases, etc.—S. M. Ramsey, Sec., State Board Control, Austin, Tex.—Receives bids Dec. 7 to supply State Highway Dept. with gasoline, oil and greases for 1 year from date of contract.

Gravel.—Clinton, La. See Construction News—Roads, Streets, Paving.

Gravel.—Jena, La. See Construction News—Roads, Streets, Paving.

Lens.—Chemical Warfare Service, Edgewood Arsenal, Md.—Receives bids Nov. 29 for 108,900 3-ply lens.

Lumber.—H. C. Dietzer, State Highway Engr., Jackson, Miss.—Receives bids Nov. 28 on approximately 16,970 B.M. creosoted lumber and 1040 lin. ft. creosoted piling, f. o. b. cars, Stephenson, Miss.

Lumber.—Bureau of Supplies and Accounts, Navy Dept., Washington, D. C.—Receives bids Dec. 6 for Balsam, basswood, mahogany, poplar, etc.

Mattresses (Cotton Felt).—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Dec. 1 to furnish cotton felt mattresses; delivery Philadelphia, Pa. Sch. 264.

Mattresses.—Depot Quartermaster, Marine Corps, Philadelphia, Pa.—Receives bids Dec. 1 for 2000 cotton felt mattresses.

Mechanical Equipment, etc.—Treasury Dept., Office of Supv. Architect, Washington, D. C.—Receives bids Dec. 23 for construction and mechanical equipment of main building of U. S. Marine Hospital, Cleveland, Ohio.

Miscellaneous Supplies.—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C., receives bids Dec. 3 for following; Sch. 1844 obtainable from Panama Canal; 24 State St., New York City; 611 Gravier St., New Orleans, La., Asst. Purchasing Agts. throughout country:

Lathe, propeller, electric fans, insulated cable, water pipe, drills, bolts, nuts rivets, hinges, scythe blades, files, aluminumware, paints, varnishes, paint remover, putty, grease, linoleum, manila folders, emery cloth, etc.

Painting.—J. G. Sherard, Warren County Clerk, Vicksburg, Miss.—Receives bids Dec. 6 for painting storeroom and toilets on west side of Courthouse grounds, cementing joints and painting metal roof County jail, etc.

Paints, etc.—Post Quartermaster, Fort Sam Houston, Tex.—Receives bids Nov. 25 for 110 gals. alcohol, 192 brushes, 185 gals. enamel, 100 sponges, 2000 lbs. putty, 300 lbs. floor wax, varnish, varnish remover, etc.

Paving.—Joplin, Mo. See Construction News—Roads, Streets, Paving.

Pipe (Cast Iron) and Fittings.—Board of Awards, Baltimore, Md.—Receives bids Nov. 30 at office of City Register to furnish and deliver cast-iron pipe and fittings to Bureau of Water Supply; Edward G. Rost, Water Engr.

Plumbing Supplies.—Purchasing and Contracting Officer, Fort Sill, Okla.—Receives bids Nov. 25 for 232 water closets, 12 bathtubs of 8 lavatories, 12 water heaters, etc.

Plumbing, etc.—Treasury Dept., Supv. Architect's Office, Washington, D. C.—Receives bids Dec. 14 to remove present water supply pipe, etc., and furnish and install new brass water supply piping, etc., in U. S. Postoffice and courthouse, Athens, Ga.

Road.—Jena, La. See Construction News—Roads, Streets, Paving.

Road.—State of Texas receives bids for 6 roads. See Construction News—Roads, Streets, Paving.

Road.—Ville Platte, La. See Construction News—Roads, Streets, Paving.

Road.—Winnfield, La. See Construction News—Roads, Streets, Paving.

Road Machinery.—Humphreys County Supvrs., Belzoni, Miss.—Receives bids Dec. 5 for Russell 10-ft. tractor maintenance grader and one or more hi-way patrols with foot blades; A. R. Hutchens, County Clerk.

Road.—Archer City, Tex. See Construction News—Roads, Streets, Paving.

Road.—Holly Springs, Miss. See Construction News—Roads, Streets, Paving.

Road.—State of Alabama receives bids for 9 roads. See Construction News—Roads, Streets, Paving.

Road.—Clinton, La. See Construction News—Roads, Streets, Paving.

Roofing Slate.—Dist. Commrs., Washington, D. C.—Receives bids Nov. 25 for 100,000 pieces of roofing slate.

Seating and Scenic Equipment.—R. L. Brown, Sec., Mississippi Building Comsn., Jackson, Miss.—Receives bids Dec. 13 for seating and scenic equipment for administration building at Mississippi State College for Women, Columbus, Miss.

Sewers.—Homer L. Yeich, Commr. of Streets, Huntington, W. Va.—Receives bids Nov. 28 for lateral sewers in alley between Boulevard and Edwards St., from Grove St. to alley north of Grove St.; A. B. Maupin, City Engr.

Sewers.—Homer L. Yeich, Commr. of Streets, Huntington, W. Va.—Receives bids Dec. 5 for construction of lateral sewers alley between Hughes and Chase St., from Vernon St. to Camden oad; A. B. Maupin, City Engr.

Sewers.—William King, Mayor, Avon Park, Fla.—Receives bids Dec. 19 for 3.5 mi., 6, 8, 12, 15-in. sanitary sewers; 1.5 mi. of 10-in. cast iron force main; sewage pumping station and disposal plant; Wiedeman and Singleton, Engrs., 1404 Candler Bldg., Atlanta, Ga.

Sewers.—City, Albert Martin, Mayor, Laredo, Tex.—Receives bids Dec. 6 for 5700 cu. yds. earth excavation; 10 cu. yds. rock excavation; 420 lin. ft. 24-in., 510 lin. ft. 18-in., 4115 lin. ft. 15-in., 4995 lin. ft. 12-in. pipe; 30 manholes; 20 cu yds. 1-2-4 concrete 1050 lbs. reinforcing steel; and necessary accessories.

Sewer.—H. D. Hockersmith, Mayor, Vernon, Tex.—Receives bids Nov. 29 for 4,320 lin. ft. 10-in., 5,400 lin. ft. 12-in. of salt glazed vitrified pipe; and 6 manholes.

Sewers.—F. E. Ross, City Clerk, Joplin, Mo.—Receives bids Dec. 7 for 1000 cu. yds. rock excavation; 12 manholes, 1,113 ft. of 8-in., 1,625 ft. of 6-in., of pipe; 150 ft. 6 ft. to 8 ft. ditch and back filling, 200 ft. 8 ft. to 10 ft. ditch and back filling; 70 sq. ft. of pavement repaving.

Shirts and Breeches.—Quartermaster Depot, Philadelphia, Pa.—Receives bids Dec. 12 for 200,000 flannel shirts and 100,000 lbs. wool breeches.

Signs (Highway).—State Highway Dept., Ben. M. Sawyer, Commr., Columbia, S. C.—Receives bids Dec. 1 to furnish f. o. b. Columbia, certain specified enamel embossed sheet metal highway signs.

Stationery Supplies.—Quartermaster Supply Officer, Washington, D. C.—Receives bids Nov. 29 for 30 lbs. rubber bands, 25,000 white index cards, 45,000 manila folders, 100 boxes carbon paper, 20 doz. indelible pencils, 588 calendar pads.

Sterilizers.—U. S. Veterans Bureau, Supply Div., Washington, D. C.—Receives bids Nov. 26 for 10 instrument electric sterilizers.

Street.—Baltimore, Md. See Construction News—Roads, Streets, Paving.

Street.—Opelika, Ala. See Construction News—Roads, Streets, Paving.

Textiles and Buttons.—Depot Quartermaster, Marine Corps, Philadelphia, Pa.—Receives bids Dec. 6 for 3000 gross of brass buttons, 50 gross of white trouser buttons, 3000 yds. cotton cloth, 300 yds. mohair serge,

200 yds. sleeve lining, 200 yds. linen canvas padding, etc.

Tractor.—W. H. Thompson, Judge, Hays County Court, San Marcos, Tex.—Receives bids Nov. 28 for crawler type road tractor.

Waste Receptacles.—U. S. Veterans Bureau, Supply Div., Washington, D. C.—Receives bids Nov. 29 for 36 self closing waste receptacles, equipped with removable galvanized inner can.

Water Coolers.—Depot Quartermaster, Marine Corps, Philadelphia, Pa.—Receives bids Dec. 5 for 100 5-gal. water coolers with bottles.

Water Works.—Baltimore County Commrs., John R. Haut, Ch. Clerk, Towson, Md.—Receives bids December 12 for excavation and laying water mains and appurtenances in Rosemont and English Consul, Contract 14-W and 15-W, Stoneleigh, Gray Manor and Falls Rd., Contract 16-W and 17-W, Sollers Point Rd., Turners Station and Middle River, Contract 18-W and 19-W, as follows:

Contract No. 14-W includes 18,200 lin. ft. earth excavation and refill for 6-8-12-in. pipe; 175 cu. yds. Class "A", 125 cu. yds. Class "B", 75 cu. yds. mains, valves and fittings—lead joints, 9 placing fire hydrants, alternate bids on each.

Contract No. 15-W includes 11,805 lin. ft., laying 12-ft. lengths 6-in., 4,650 lin. ft. 8-in., 3,665 lin. ft. 12-in. mains, valves and fittings—lead joints, 9 placing fire hydrants, alternate bids on each.

Contract No. 16-W includes 17,975 lin. ft. earth excavation and refill for 6-8-10-12-16-in. pipe; 300 cu. yds. Class "A", 200 cu. yds. Class "B", 200 cu. yds. Class "C" rock excavation and earth refill; 25 cu. yds. miscellaneous; 200 lin. ft. excavating, etc.

Contract No. 17-W includes 8,182 lin. ft.,

12-ft., 3,313 lin. ft., 12-ft., 525 lin. ft., 12-ft., 7,270 lin. ft., 12-ft., 1,103 lin. ft., 12-ft. for 6-8-10-12 and 16-in. mains; 15 placing fire hydrants; alternate bids on each.

Contract No. 18-W includes 22,280 lin. ft. earth excavation for 6-8-10-12-in. pipe; 300 cu. yds. Class "A", 200 cu. yds. Class "B", 100 cu. yds. Class "C" rock excavation and earth fill; 25 cu. yds. miscellaneous, etc.; 528 lin. ft. excavating.

Contract No. 19-W includes 6,050 lin. ft., 12-ft., 300 lin. ft., 12-ft., 13,210 lin. ft., 12-ft., 3,955 lin. ft., 12-ft., 248 lin. ft., 12-ft. lengths for 6-8-10-12-in. mains; 248 lin. ft. covering 12-in. pipe Middle River Bridge; 22 placing fire hydrants; alternate bids on each. E. A. Walden, Ch. Engr.

Water Works.—Town of Colonial Heights, Va. (P. O. Petersburg), George N. James, Mayor—Receives bids Dec. 6 for 5424 lin. ft. 12-in. Class "B", 19,524 lin. ft. 6-in. Class "B" and 216 lin. ft. 120-in. Class "A" cast iron pipe; take up haul and store 595 lin. ft. 4-in. cast iron pipe; take up and relay 340 lin. ft. 4-in. cast iron pipe; 15.4 tons cast iron specials; 30 connections old pipe to new cast iron mains; take up and replace 400 lin. ft. concrete pavement; change 30 water connections old to new mains; 52 steamer connection fire hydrants; 1 set hydrant and valve wrenches; 8 12-in., 31 6-in., 11 4-in. and 6 2-in. gate valves; J. B. McCrary, Engineering Corp., Engrs., Atlanta, Ga. (Shipping point Petersburg, Va.)

Welding Outfit.—U. S. Engr., Huntington, W. Va.—Receives bids Nov. 25 for cutting and welding outfit.

Wharf, etc.—Port Utilities Comsn., No. 1. Vendue Range, Charleston, S. C.—Receives bids Nov. 28 to construct wharf and fire wall on Cooper river; J. H. Garety, Engr.

Contracts for \$1,300,000 Enlargement.

The Harbison-Walker Refractories Company of Pittsburgh, Pa., have just announced the letting of contracts for four direct-fired tunnel kilns. Including steel and concrete buildings and necessary equipment, this involves an expenditure of approximately \$1,300,000. Two of these kilns will be built at the company's plant in Templeton, Pa., and two at its plant in Clearfield, Pa. They are all the same as to type and size and will be used only for burning fire clay brick. Each kiln will be a little more than 444 feet long and will have a daily capacity of 35,000 brick of 9-inch size. They were designed by the American Dressler Tunnel Kilns, Inc., of Cleveland, Ohio, and will be erected by William Swindell & Brothers of Pittsburgh, Pa., an associate company. The erection of these kilns is another important step in the expansion of the company's plants, and is directly in line with the progressive policy evidenced recently by the installation of Heinrich Koppers continuous kilns in their East Chicago plant for manufacturing silica brick. The company also lately bought the Walsh Fire Clay Products Company of St. Louis, Mo.

District Sales Manager Appointed.

It has been announced that O. C. White, who recently resigned as vice-president and general manager of the Youngstown Boiler and Tank Company of Youngstown, Ohio, has taken charge of sales in the State of Michigan for the Sistersville Tank and Boiler Works of Sistersville, W. Va. His office is at 512 Stephenson Building, Detroit, Mich. His long experience in his line and his wide acquaintance throughout the oil industry are of notable value in his new position. It is also remarked that the demand for the Sistersville tanks has grown greatly during the last year and at present the factory is running on both day and night schedules. It has important sales connections throughout the East and also in the Central West.

Norman S. Lawrence.

Norman Spear Lawrence, vice-president and director of sales of the Whiting Corporation, Harvey, Ill., who died recently from pneumonia, was 45 years of age and a graduate mechanical engineer of Cornell University, class of 1904. Soon after graduation he entered the employ of the Whiting Corporation and there steadily advanced in his chosen work. During the last few years he was also president of the Swenson Evaporator Company, a subsidiary of the Whiting organization. He was also active in the work of the American Foundrymen's Association, the Foundry Equipment Manufacturers' Association and the Electric Overhead Crane Institute. He was a member of the American Society of Mechanical Engineers.

Arthur G. Hendricks.

Announcement has been made at Milwaukee, Wis., of the death of Arthur G. Hendricks, vice-president of the Harnischfeger Corporation, in which he was an active worker, promoting its industrial growth since the year 1901. He had unusual inventive capacity and there are many patents to his credit, his latest invention being the Arthen Auto Storage System, which is an electrically operated device for storing automobiles in large garages, the system being used in conjunction with elevators. Mr. Hendricks was 48 years of age when he died on November 9, having been born April 16, 1879. He was a native of Milwaukee. He is survived by his widow, Mrs. Hattie Hendricks.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers, whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

Sale of Windsor Cement Company.

The sale of the Windsor Cement Company of Hartford, Conn., has been announced by the United States Gypsum Company of Chicago, which has operated the Windsor Cement Company since 1921. The purchaser is the City Coal Company of Hartford. The business will be continued under its own name. R. N. Anderson has been elected president and general manager of the Windsor Cement Company; R. E. Kelly has been appointed credit and sales manager and A. C. Jenkins has been appointed office manager and sales agent. The United States Gypsum Company acquired the Windsor Cement Company and several other Eastern retail businesses through the purchase, in 1921, of J. B. King & Co. of Staten Island, N. Y. The King manufactory immediately was made a part of the Gypsum Company, but the retail businesses have been operated as independent companies pending their sale. The purchaser of the Windsor Cement Company, the City Coal Company, also owns a majority of the stock of the Hartford Cement Company.

Chemical Engineer Appointed.

L. C. Cooley has joined the staff of the Swenson Evaporator Company of Harvey, Ill.—which is a subsidiary of the Whiting Corporation of that place—in the capacity of chemical engineer. In addition to doing research work Mr. Cooley has had more than ten years' experience, including the installation and operation of evaporators, filters and related process equipment, and is well prepared to handle operating problems. He is a graduate of the Massachusetts Institute of Technology and a member of both the American Chemical Society and the American Institute of Chemical Engineers.

Wehr Appoints New Orleans Distributors.

The Wehr Company, 533 Thirtieth street, Milwaukee, Wis., have appointed the Thomson Automobile and Machinery Company, Inc., 819 Magazine street, New Orleans, La., as distributors for their line, which includes power road-graders and rollers.

Offices Moved Down Town.

The Universal Vacuum Dryer Company, dry-kiln engineers and manufacturers, Kansas City, Mo., have moved their offices from the factory building at Fortieth street and Holden avenue to Suite 417-21 City Bank Building, down town, this move being for greater business convenience. The factory remains in the old location.

Vice-President and General Manager.

The election of Robert W. Gillespie to be vice-president and general manager of the Jeffrey Manufacturing Company, Columbus, Ohio, has been announced. He was for many years connected with the Bethlehem Steel Company in an executive capacity, but joined the Jeffrey organization as vice-president and assistant general manager on July 1, 1926.

Contract Let to J. J. Weller & Sons.

The State Board of Control, Charleston, W. Va., has awarded to James J. Weller & Sons of Huntington, W. Va., a contract to furnish material and erect a steel bridge at the Huntington State Hospital to connect the kitchen and the Women's Pay Patient Building. It will be 270 feet long. It was designed by V. C. Pettit, architect, of Charleston. There were nine bidders. The steel work will be fabricated in the Huntington plant of James J. Weller & Sons.

FINANCIAL NEWS

Bond Issues Proposed

Ala., Florence—Public Improvement—City Comms. authorized \$65,000 bond issue.

Fla., Bartow—Funding—City, Geo. J. McNamee, Auditor and Clk., receives bids Nov. 29 for \$80,000 5½% \$1000 denom. bonds.

Fla., Clearwater—Road, Bridge—Pinellas County Comms., K. B. O'Quinn, Clk., receive bids Dec. 6 for \$305,000 6% coupon bonds: \$150,000, St. Petersburg Special Road and Bridge, Dist. No. 13; \$75,000, Dist. No. 4; \$35,000, Dist. No. 7; \$25,000, Dist. No. 2; \$20,000, Dist. No. 8.

Fla., DeLand—Road—Volusia County Road Dist. No. 4, votes Dec. 20 on \$100,000 bonds. Address County Comms.

Fla., Hialeah—Industrial Development—City, J. P. Grethen, Mayor, considering \$1,000,000 bond election.

Fla., Jacksonville—City Comm., W. W. Bishop, Sec., contemplating issuing and selling \$50,000 bonds, and probably \$335,000 bonds to provide funds to finance portion of paving cost. 11-10

Fla., Orange City—City Hall, etc.—City, S. D. Woods, Clk., votes Nov. 29 on \$75,000 bonds; E. B. Alling, Mayor. 9-29

Fla., Orlando—Road—Orange County Comms., B. M. Robinson, Clk., receive bids Dec. 12 for \$1,305,000 5% \$1000 denom. bonds.

Fla., Sarasota—School—Sarasota County Board of Public Instruction, T. W. Yarbrough, Sec., receives bids Dec. 10 for \$30,000 6% \$1000 denom. Special Tax School Dist. No. 7 bonds.

Fla., Sarasota—School—Sarasota County, Special Tax School Dist. No. 8, voted \$100,000 6% bonds. J. V. Keen, Chmn., Board of Public Instruction.

Ga., Decatur—School—Druid Hills School Dist. votes Nov. 30 on \$250,000 bonds; W. A. Thompson, Pres., Board of Education.

Ga., Forsyth—School—Monroe County defeated \$50,000 bonds. Address County Board of Public Instruction. 10-20

Ga., Franklinton—Water Works—Board of Aldermen will call election on \$68,000 bonds.

Ga., Hortense—School—Hortense Consolidated School Dist., D. T. Middleton, Chmn., voted \$20,000 bonds. 11-3

Ga., Waynesville—School—Waynesville Consolidated School Dist., J. W. Pearson, Sec.-Treas., voted \$14,000 bonds; Board of Trustees receives bids about Jan. 1 for \$14,000 bonds; J. A. Murray, Atty., Nahunta. Ga. 11-3

Ky., Ashland—City, H. L. Carroll, Clk., voted \$60,000 incinerator bonds; defeated \$300,000 sewer bonds; Chas. F. Weaver, Mayor. 11-3

Ky., Covington—Road—Kenton County voted \$500,000 bonds; John B. Read, County Judge. 11-10

Ky., Lawrenceburg—City, reported, plans \$15,000 bond election to install dam and retire outstanding warrants. Address City Clk.

La., Jennings—Jefferson Davis and Allen Parishes, Elton Road Dist. No. 1, vote Jan. 31, 1928, on \$35,000 bonds. Address Jefferson Davis Parish Police Jury, Jennings; Allen Parish Police Jury, Oberlin.

La., New Orleans—School—Orleans Parish School Board, A. J. Tete, Sec., receives bids Dec. 6 for \$2,000,000, 4½% \$1,000 denom. bonds. 11-17

La., Oil City—School—City votes soon on \$75,000 bonds. Address City Clk.

La., Pineville—Improvement—Town, C. G. David, Clk., votes Dec. 14 on \$137,000 6% bonds: \$100,000, sewer; \$37,000, water works; J. M. Rembert, Mayor.

Md., Cumberland—Memorial Hospital—City, M. R. Hast, Clk., receives bids Nov. 28 for \$150,000, 4½%, \$1,000 denom. bonds; Joseph H. Griffin, Commr. of Finance and Revenue.

Md., Federalsburg—Water Works—City Comms., Thomas Chambers, Pres., receive bids Dec. 5 for \$30,000 4½% \$1000 denom. bonds.

Miss., Fayette—Road, Bridge—Jefferson County voted \$100,000 bonds. Address County Comms.

Miss., Louisville—School—City, W. J. Newsum, Mayor, voted \$100,000 bonds. 11-10

Miss., McComb—Fire Station, etc.—City, Mayor and Board of Aldermen, plan selling \$20,000 bonds.

Miss., Tupelo—Jail—Lee County defeated \$50,000 bond issue. Address Board of Supvrs. 11-3

Miss., Water Valley—Road—Yalobusha County, Supvrs. Beat No. 2, voted \$122,500 bonds; Board of Supvrs. receives bids Dec. 5 for \$122,500 bonds. 10-13

Mo., Independence—Fire Department Building, etc.—City, Mayor Sermon, votes Dec. 12 on \$75,000 bonds.

Mo., Poplar Bluff—Courthouse, Jail—Butler County voted \$265,000 bonds. Address County Comms. 10-6

N. C., Carrboro—Street—Town, H. E. Williams, Clk., receives bids Nov. 29 for \$25,000 \$1000 denom. bonds.

N. C., Cleveland—Street—Town, R. N. Moore, Clk., receives bids Dec. 5 for \$25,000 not to exceed 6% bonds.

N. C., Lexington—School—City votes Dec. 20 on \$110,000 bonds. Address City Comm.

N. C., Lexington—School—Davidson County, Group 18, voted \$30,000 bonds. Address Supt. of County Schools. 10-13

N. C., Liberty—Street—Town, R. L. Elkins, Clk., receives bids Nov. 28 for \$47,000 \$1000 denom. not to exceed 6% bonds.

N. C., Marshall—Road—Madison County, No. 13 Township, Spring Creek section, voted \$15,000 bonds. Address Comms. 10-20

N. C., Raleigh—Road, Bridge—Wake County Comms., Hunter Ellington, Clk., plan \$45,000 bond issue.

N. C., Walnut Cove—Improvement—Town, J. R. Voss, Clk., considering \$15,000 bond election, for sewer, water works and electric lights.

N. C., Waynesville—Haywood County Board of Comms., C. F. Kirkpatrick, Clk., receive bids Dec. 10 for \$92,000 5% bonds: \$42,000, funding; \$50,000, school funding.

Okla., Arapaho—Road—Custer County, reported, votes latter part of Nov. on bonds. Address County Comms.

Okla., Bristow—Municipal Improvement—City voted \$160,000 bonds for white way, and sewer and water works improvements; C. L. Weatherford, Engr. 11-10

Okla., Oklahoma City—City, E. M. Fry, Mgr., votes Nov. 29 on \$285,000 bonds to beautify blocks 3, 6 and 9, Dale Addition; for park purposes: \$170,000 bonds for school; B. M. Hart, Engr.

Okla., Oklahoma City—City, E. M. Fry, Mgr., votes Nov. 29 on \$4,000,000 bonds, to purchase Rock Island right-of-way through business section, remove Rock Island R. R. tracks, and construct joint station for Rock Island and Frisco railroads.

Okla., Tecumseh—Water Works, Sewer—City, M. H. Henderson, Mayor, plans calling election on \$50,000 bonds.

Okla., Tulsa—Improvement—City, Herman E. Newblock, Mayor, votes Dec. 6 on \$1,975,000 bonds: \$1,250,000, street improvement and elevated tracks; \$500,000, park program; \$110,000, fire department; \$100,000, sewer system extension; \$25,000, detention hospital.

S. C., Ridge Spring—City defeated \$77,000 bond issue: \$52,000, water works; \$25,000, sewer. Address City Clk. 10-27

Tenn., Lewisburg—School—Marshall County defeated \$90,000 bond issue. Address County Comms.

Tex., Abilene—Road—Taylor County, Tom K. Eplen, County Judge, receives bids Nov. 29 for \$600,000 4½ or 4% bonds.

Tex., Alvin—Public Improvement—City votes Jan. 3 on \$110,000 bonds: \$30,000, street improvement; \$60,000, sewer; \$20,000, city hall. Address City Clk. 11-10

Tex., Beaumont—Improvement—Jefferson County, B. B. Johnson, County Judge, votes Dec. 10 on \$5,160,000 bonds: \$4,000,000, roads and bridges in four county precincts; \$50,000, intracoastal canal improvements; balance for courthouse and jail and addition to tuberculosis hospital. 10-27

Tex., Center—Road—Shelby County considering bond issue. Address County Comms.

Tex., Coreman—City may vote on bonds for city hall, paving, and fire department equipment. Address City Clk.

Tex., Cooper—Hospital—Delta County Comms. may call election on \$50,000 bonds.

Tex., Corpus Christi—Nueces County votes Dec. 17 on \$3,000,000 bonds: \$1,500,000,

road; \$1,500,000, to increase wharfage and terminal facilities of Port of Corpus Christi; Robert Driscoll, Chmn., Nueces County Navigation Comm. 10-27

Tex., Corsicana—Road—Navarro County, Road Dist. No. 12, votes Dec. 3 on \$30,000 bonds. Address County Comms.

Tex., Del Rio—Road—Val Verde County, W. F. Littleton, Judge, votes Dec. 17 on \$250,000 bonds. 11-10

Tex., Edinburg—Road—Hidalgo County, Weslaco Road Dist., voted \$850,000 bonds; T. J. Kelly, Judge. 11-3

Tex., Edna—Road—Jackson County, reported, voted \$80,000 bonds. Address County Comms. 11-10

Tex., El Paso—Road—El Paso County, E. B. McClintock, County Judge, plans voting Dec. 17 on \$950,000 bonds; Fred Wilson, County Engr. 11-17

Tex., Greenville—Municipal Improvement—City plans voting about Dec. 15 on \$200,000 bonds, including additional park and athletic field, municipal swimming pool and \$100,000 auditorium. Address City Clk. 11-17

Tex., Houston—School—West University Independent School Dist. voted \$80,000 bonds; H. B. Schlesinger, Pres. Board of Education.

Tex., Karnes—City—Road—Karnes County, Road Dist. No. 7, D. O. Klingeman, Judge, voted \$170,000 bonds. 10-27

Tex., Liberty—Road—Liberty County, C. R. Wilson, County Judge, considering \$2,000,000 bond issue. 11-10

Tex., McCamey—Water Works Refund—City may vote on \$189,000 bonds. Address City Clk.

Tex., Odessa—School—City votes Dec. 7 on \$175,000 bonds. Address Board of Education.

Tex., Panhandle—Road—Carson County Comms. receive bids Dec. 1 for \$700,000 4% bonds.

Tex., Rusk—Road—Cherokee County, J. J. Bolton, Judge, contemplate \$100,000 bond election.

Tex., Tyler—Road—Smith County, Will D. Pace, County Judge, voted \$40,000 bonds.

Tex., Waxahachie—Road—Ellis County, Ferris Road Dist., votes Dec. 6 on \$250,000 bonds. Address County Comms.

Tex., Yoakum—Improvement—City votes Dec. 20 on \$250,000 bonds for paving and sewer extension. Address City Clk. 11-10

Va., Clifton Forge—Water Works—City, C. P. Nair, Chmn. Finance Committee, receives bids Nov. 29 for \$110,000, 4½% bonds.

Va., Richmond—State of Virginia, Board of Sinking Fund Comms., John M. Purcell, State Treas., receives bids Nov. 29 for \$1,425,000 4%, \$1,000 denom. bonds to refund 6% outstanding bonds.

W. Va., Charleston—Road—Kanawha County, Malden Dist., plans \$175,000 bond issue. Address County Comms.

Bond Issues Sold

Ala., Birmingham—Improvement—City, Eunice Hewes, Clk., sold \$260,000, 4½%, \$1,000 denom. bonds to First National Co., and Pulley & Co., Detroit, Mich., at \$260,884 and accrued interest. 11-3

Ala., Leeds—Street—Town, G. C. Chaney, Clk., sold \$23,000, 6%, \$1,000 denom. bonds to Caldwell & Co. Nashville, Tenn., at par and accrued interest. 11-3

Ala., Opelika—Paving—City sold \$52,000 bonds to Ward, Sterne & Co., Birmingham.

Ark., Arkansas City School—Board of Directors, McGehee Special School Dist., Desha County, R. B. Stone, Pres., sold \$20,000 5% \$1000 denom. bonds to Merchants and Planters Title & Trust Co., Pine Bluff, at par. 10-27

Fla., Dania—Municipal Improvement—City, Raymond T. Skinner, Mgr., sold \$50,000 bonds to Municipal Investment Co., West Palm Beach. 9-22

Fla., Florence—Improvement—City, W. S. Eastep, Mayor, sold \$65,000 6% \$1000 denom. bonds to Caldwell & Co., Nashville, Tenn., at par and accrued interest.

Fla., Monticello—School—Jefferson County Board of Public Instruction, W. M. Scruggs, Supt., sold \$85,000 6% bonds to G. B. Savers Co., Jacksonville, and Bumpus & Co., Detroit, Mich. 10-20

(Continued on page 116)

"How's Business?"

"Fine!"

Since men first bartered the work of their hands for profit these three words have been their greeting and its answer. Pride and the desire to create the impression of success is just as human today as ever.

In the effort of Modern Accountancy to extend its service more fully in the interest of better business, this pride in the possession of something, known by all business men to be desirable, is apparent.

Often business executives will say, "Oh yes, we have a Budget"—it's good business to have a Budget. Yet a real Budget is as unknown to them as success was to the ragged ancient trader who always answered, "Fine!", to the greeting.

The Budget, in its fullest service, is an absolute necessity today if better business is the aim; or if the old greeting, "How's Business?", is to be answered in truth, "Fine!".

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NEW ORLEANS
JACKSON
DALLAS
FORT WORTH
HOUSTON
SAN ANTONIO
WACO
DENVER
SAN FRANCISCO
LOS ANGELES

FINANCIAL NEWS

(Continued from page 114)

Ga., Atlanta—Municipal Improvement—City, B. Graham West, City Comptroller, sold \$800,000 4½% bonds to National City Co., J. H. Hillsman & Co. and Citizens & Southern Co., all Atlanta, at \$857,839.20. 11-10

Ga., Jonesboro—School—Clayton County Board of Education sold \$20,000 5% bonds to J. H. Hillsman & Co., Atlanta, at 101.90.

Ga., Nahunta—School—Brantley County sold \$15,000 Nahunta Consolidated School Dist. bonds to Brunswick Bank & Trust Co., at \$15,700.

Ga., Oak Park—School—I. W. Rountree, Atty., Swainsboro, sold \$12,000, 5%, \$400 denom. Oak Park School Dist. bonds to Hanchett Bond Co., Chicago, Ill., at 94.50 and accrued interest. 11-3

Ky., Frankfort—Road—Franklin County Commrs., James H. Polsgrove, County Judge, sold \$200,000 4¼% \$1000 denom. bonds to Otis & Co., Cleveland, Ohio, at par and premium of \$160. 10-27

Miss., Louisville—School—City, W. J. Newsom, Mayor, sold \$100,000 bonds to A. K. Tigrett & Co., Memphis, Tenn. 11-10

N. C., Columbia—Road, Bridge—Tyrrell County Commrs., Sarah L. Taft, Clk., sold \$156,000 5% \$1000 denom. bonds to Hanchett Bond Co., Inc., and John Nuveen & Co., Chicago, Ill., at par and premium of \$2120. 11-3

N. C., Marshall—Refunding—City sold \$15,000 5½% coupon bonds to Hanchett Bond Co., Chicago, Ill., at premium of \$190.

N. C., Newbern—Refunding—Craven County Commrs., J. S. Holland, Clk., sold \$660,000, 4¼%, \$1,000 denom. bonds to Caldwell & Co., New Orleans, La., and Nashville, Tenn., at par, accrued interest and premium of \$9,200. 11-10

N. C., Pittsboro—Chatham County Commrs., C. C. Poe, Register of Deeds, sold \$37,000, school bonds to Wells, Dickey Co., Minneapolis, Minn., at \$875 premium; \$64,800 funding bonds to G. W. Blair, Sheriff-Treas., Chatham Co., Pittsboro, sinking fund. 11-10

N. C., Salisbury—School—Anticipation Notes—Rowan County Commrs., Max L. Barker, Clk., sold \$100,000, 4½% notes to

Stranahan, Harris & Oatis, Inc., Toledo, Ohio. 11-17

S. C., Columbia—Highway—Coastal Highway Comm., Wade Stackhouse, Chmn., sold \$1,000,000 4½% bonds to Caldwell & Co., Nashville, Tenn.; Morris Mather Co., R. W. Pressprich & Co., Rutter & Co., New York, at premium of \$4810. 11-10

Tenn., Franklin—Road—Williamson County, Joe F. Mays, County Judge, sold \$50,000, 4½% bonds to American National Co., Nashville, at premium of \$843. 11-3

Tenn., Johnson City—Improvement—City, T. H. McNeil, Recorder and Treas., sold \$33,100 5¼% bonds to Little, Wooten & Co., Jackson, Tenn., at par and accrued interest. 11-17

Tenn., Pulaski—Road—Giles County Court, W. F. English, Clk., sold \$300,000 5% bonds to Caldwell & Co. and American National Co., Nashville, Tenn., at premium of \$23,025. 10-20

Tenn., Union City—Road—Obion County Commrs., Henry C. Stansfield, County Judge, sold \$645,000 4½% \$1000 denom. bonds to Security National Bank, Jackson, Tenn., at premium of \$11,665. 11-17

Tex., Big Spring—Paving—City, Wm. V. Montin, Mgr., sold \$40,000 5% \$500 denom. bonds to Caldwell & Co., Nashville, Tenn. 11-17

Tex., Edinburg—Water Control, etc.—Hidalgo County Board of Directors, Water Control and Improvement Dist. No. 6, D. G. Wood, Pres., Mission, sold \$800,000, 6% bonds to Garrett & Co., Dallas. 11-10

Tex., Houston—Road—Harris County, H. L. Lashburn, County Auditor, sold \$2,000,000, 4½%, \$1,000 denom. bonds to Harris Trust and Savings Co., Illinois Merchants Trust Co., E. H. Rollins & Sons, all Chicago, Ill., Wm. R. Compton Co., E. P. Schmidt & Co., Inc., both New York, Garrett & Co., Dallas, Dunn & Carr, Houston, at premium of \$30,220. 11-10

Tex., Uvalde—School—School Board, G. B. Fenley, Pres., sold \$150,000, 5%, \$1,000 denom. bonds to H. C. Burt & Co., Houston, at principal, accrued interest, plus premium of \$6,405. 11-10

Va., Alexandria—Municipal Improvement—

Funding—City, City Mgr. Morton, sold \$225,000, 4½% bonds to R. M. Schmidt & Co., 30 Broad St., New York, at 102.01. 11-3

Va., Norfolk—City, I. Walke Truxton, Mgr., sold \$800,000 tax notes to S. N. Bond & Co., New York, at 3.75% plus premium of \$12.

Va., Onancock—Fire and Water Equipment—City sold \$15,000 5% bonds to Davis & West, Norfolk.

Building and Loan Associations

N. C., Winston-Salem—Kuykendall-Wharton Loan Co., 403 Masonic Temple, organized; J. S. Kuykendall, E. R. Wharton, 430 Hawthorne Rd.

Tex., San Angelo—Texas Plains Building and Loan Assn., 33 West Beauregard St., capital \$10,000,000, re-organized; J. M. Reed, Pres., 210 Western Ave., Amarillo; C. N. Amacker, Sec.-Mgr. 11-17

New Financial Corporations

Mo., St. Joseph—Southside Loan and Finance Co., 4915 King Hill Ave., organized; George Gross, Treas., 672 S. Ninth St., Louis Kranitz, Pres., Donnell St.

S. C., Sumter—Kentfield Incorporated of Sumter, incorporated; R. L. McLeod, Pres.; J. W. McKnight, V.-P.; W. R. Parker, Sec.-Treas.

Tennessee Building & Loan Assn., Howell Jackson, Sec.-Treas., Nashville, Tenn., increased capital, \$500,000 to \$1,000,000.

Hopewell Bank & Trust Co., Hopewell, Va., purchased Hopewell Branch of Richmond Trust Co.; Carter N. Williams, Pres. of Richmond Trust Co., will be chairman of Board of Directors; capital and surplus will be increased, \$180,000 to \$300,000; will occupy new building at Broadway and Main St., about Mar. 1.

First State Bank, B. B. Munsey, Pres.; A. Payne, Cashier, and First National Bank, H. A. Swing, Pres.; James Richards, Cashier, both Richland, Tex., consolidated as First National Bank; Mrs. M. C. Hilburn, Pres.; J. E. Richards, Cashier.

Rayon Mill to Locate at Burlington.

Burlington, N. C.—According to an announcement by John H. Hardin, definite arrangements have been made for the location here of a rayon mill estimated to necessitate an expenditure of \$1,000,000—the first step in the development of a group of rayon mills involving an ultimate investment of \$8,000,000. A. M. Johnson, Chicago, Ill., will finance the erection of the new mill, it is said. Mr. Johnson, accompanied by engineers and chemists, acquainted with the rayon industry, recently visited Burlington.

Properties involved in the site for the new industry are said to have passed into the hands of the promoters, and it is expected that ground will be broken shortly and that actual construction will get under way. According to reports a large part of the machinery for the new plant has already been completed and is ready for shipment. Indian Village, lying about two miles north of the business section, will be the site of the new plant. The total acreage acquired is about 170.

W. E. Sharpe and H. Frank Mitchell of this city are said to be interested in the new enterprise.

Orange County, Florida, to Sell \$1,305,000 School Bonds.

Orlando, Fla.—Sealed bids will be received at the Circuit Clerk's office in the courthouse on December 12 for \$1,305,000 5 per cent road bonds of Orange county. The bonds will be of \$1000 denomination and dated July 1, 1926.

\$2,000,000 New Orleans School Bonds Offered.

New Orleans, La.—Bids will be received December 6 by the Orleans Parish School Board for \$2,000,000 4½ per cent school bonds, dated December 1, 1927, and of \$1000 denomination. A. J. Tete is secretary of the board.

Southern Builders Supply Association to Meet.

[Telegram to Manufacturers Record.]

New Orleans, November 21.

The executive committee of our organization has just decided to hold its ninth annual convention here, January 16 and 17, Roosevelt Hotel. Dealers and manufacturers of building material from all sections are invited. The Southern association covers 13 States.

SOUTHERN BUILDERS SUPPLY ASSOCIATION.

\$1,000,000 Bond Issue for Industrial Development.

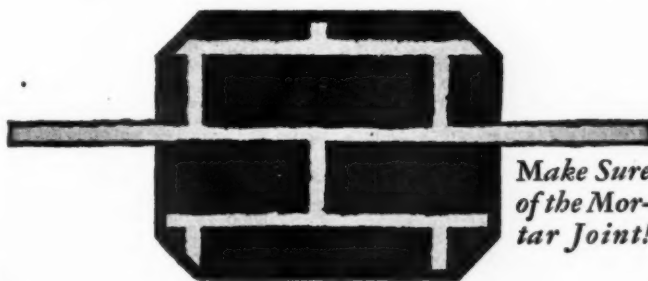
Hialeah, Fla.—Mayor J. P. Grethen and the city council are considering a plan for a municipal bond issue of \$1,000,000 for promoting the establishment of industrial enterprises here. One plan being considered calls for the acquisition by the city of suitable sites for factories which will be deeded to manufacturers, after plants operate for 20 years successfully. A revolving fund would also be set up to loan up to 40 per cent of the capital investment which the manufacturer has in his plant. An industrial commission to sell Northern manufacturers on the advantages of the city would be created. Remittance of taxes and water and light charges for a fixed period to be paid when the industry was established on a paying basis is also included in the plan.



What he saved!

One contractor (name on request) says BRIXMENT saves him \$5000 a year! No lime. No slaking. Ready to mix and use at once. No waste time. No waste material. BRIXMENT mortar spreads faster and sticks to the brick. Sold through dealers. Louisville Cement Company, Incorporated; General Offices: Louisville, Kentucky.

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PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS



Bids close December 19, 1927.

TREASURY DEPARTMENT, office of the Supervising Architect, Washington, D. C., November 14, 1927.—SEALED BIDS, in duplicate, will be received until 3 P. M. December 19, 1927, and then publicly opened, for the construction of medical officers' quarters, United States Marine Hospital, Savannah, Ga. Drawings and specifications may be obtained from the custodian at the hospital or at this office, in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close December 8, 1927.

TREASURY DEPARTMENT, office of the Supervising Architect, Washington, D. C., November 22, 1927.—SEALED BIDS will be opened in this office at 3 P. M. December 8, 1927, for preliminary excavation, pipe tunnels, etc., including certain mechanical equipment work, for the administration building of the Department of Agriculture, Washington, D. C. Drawings and specifications may be obtained at this office. JAS. A. WETMORE, Acting Supervising Architect.

Bids close December 14, 1927.

TREASURY DEPARTMENT, office of the Supervising Architect, Washington, D. C., November 16, 1927.—SEALED PROPOSALS will be opened in this office at 3 P. M. December 14, 1927, for furnishing all labor and material required for removing the present water-supply piping, etc., and furnishing and installing new brass water-supply piping, etc., in the U. S. Postoffice and Courthouse at Athens, Ga. Drawings and specifications may be obtained from the custodian at the U. S. Postoffice and Courthouse at Athens, Ga., or at this office, in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close December 12, 1927.

\$1,305,000 5% Road Bonds ORANGE COUNTY, FLORIDA

Orlando, Fla.

Sealed bids will be received by the Board of County Commissioners of Orange County, Florida, at the office of the Clerk of the Circuit Court of said County, in the Courthouse in Orlando, Florida, until December 12, 1927, at 9 o'clock A. M., for one million three hundred and five thousand dollars road bonds of the said county, the third portion offered for sale of the bonds voted at an election in the said county on March 23, 1926. Said bonds shall be dated July 1, 1926; shall bear interest at the rate of five per cent per annum, payable semi-annually on January 1 and July 1, both principal and interest being payable at the Hanover National Bank, in the City of New York, State of New York, and shall be numbered from 2441 to 3745, inclusive, and shall be payable:

\$395,000 on July 1, 1949
\$435,000 on July 1, 1950
\$475,000 on July 1, 1951

Each of the said bonds being of the denomination of \$1000.

Said bonds have been validated by decree of the Circuit Court of the Seventeenth Judicial Circuit of the State of Florida for Orange County.

Each bid must be accompanied by a certified check for one per cent of the bonds bid for on a National or State Bank, payable to the order of the Clerk of the Circuit Court of Orange County, Florida. It is requested that no bids be made except upon the form provided by the Board of County Commissioners, which will be supplied by the Clerk upon request. The right to reject any and all bids is reserved. The successful bidder will be furnished with the approving opinion of Messrs. Thomson, Wood & Hoffman, Attorneys, of New York City.

For further information address R. M. Robinson, Clerk of the Circuit Court, Orlando, Florida.

L. L. PAYNE,
Chairman Board of
County Commissioners.

R. M. ROBINSON, Clerk.

Bids close November 28, 1927

TREASURY DEPARTMENT, Bureau of Engraving and Printing, Washington, D. C., November 7, 1927.—Sealed proposals are invited for the purchase of pulp during the last six months of the fiscal year beginning July 1, 1927. Proposals to be received not later than 2 P. M. Monday, November 28, 1927. Blank forms, with specifications for proposals and further information, will be furnished on application to A. W. HALL, Director.

Bids close December 1, 1927.

Office of Public Buildings and Public Parks of the National Capital, Navy Building, Washington, D. C. Sealed bids will be received at this office until 11 A. M. (Standard Time), December 1, 1927, and then publicly opened in Room 1613 Navy Building, for the erection in Washington, D. C., of a Building to Commemorate the Services and Sacrifices of the Women of the United States of America, its Insular Possessions and the District of Columbia in the World War. Further information upon application.

Bids close January 10, 1928.

\$650,000 6% Bonds

FORT PIERCE INLET DISTRICT

Fort Pierce, Fla.

Sealed bids will be opened at 2 o'clock P. M. on January 10, 1928, for 650 \$1000 coupon bonds of Fort Pierce Inlet District, bearing six per cent semi-annual interest. Bonds mature serially from 1929 to 1958. Approving opinion by Thomson, Wood & Hoffman of New York City.

Write to E. L. Price, Chairman, Fort Pierce, Florida, for circular containing full information.

Bids close December 10, 1927.

\$42,000 Funding Bonds \$50,000 School Funding Bonds COUNTY OF HAYWOOD, NORTH CAROLINA NOTICE OF SALE

Waynesville, N. C.

Sealed bids addressed to the undersigned will be received by the Board of Commissioners of Haywood County at the office of the County Commissioners, at the Courthouse at Waynesville, N. C., until the 10th day of December, 1927, at 12 o'clock M., for the purchase of \$42,000 Funding 5% Bonds maturing:

\$2000 annually from December 1, 1928, to 1936, incl.;
\$4000 annually from December 1, 1937, to 1942, incl., and
\$50,000 School Funding 5% Bonds maturing:
\$3000 annually from December 1, 1929, to 1938, incl.;
\$50,000 annually from December 1, 1939, to 1942, incl.

Bonds dated December 1, 1927, semi-annual interest; coupon bonds, registrable as to both principal and interest, denomination \$1000, payable at the Hanover National Bank, New York, N. Y. General obligations; unlimited tax. County will furnish bond forms and the opinion of a recognized bond attorney. Any bidder may condition his bid upon the award of all of the bonds to him, but the sale of each issue will constitute an independent contract for the sale of such issue.

A certified check, payable to the order of Haywood County, for 2% of the amount of the bonds bid for must accompany a bid.

C. F. KIRKPATRICK,
Clerk, Board of Commissioners.

Notice

Tallahassee, Fla.

The City of Tallahassee, Tallahassee, Florida, desires to purchase for its Sinking Funds any of the Bonds issued by said City which are listed below. No offer for any other security is desired.

FUNDS ARE AVAILABLE TO PURCHASE THE ENTIRE LIST.

Code: s—Serial Bond, General Obligation of the City.

Is—Improvement Serial Bond, with Lien as underlying Security.

Maturity	Utility	Municipality	Date Issued	Interest	Purpose or Title
2-1-28		\$5000.s	2-1-23	5%	Street Paving Bonds
3-1-28	\$5000.s		3-1-20	5%	Public Utility Imp. Bonds
6-2-28		5000.Is	6-2-24	6%	Improvement Bonds
7-1-28		2000.Is	7-1-24	6%	Improvement Bonds
2-1-29		5000.s	2-1-23	5%	Street Paving Bonds
3-1-29	5000.s		3-1-20	5%	Public Utility Imp. Bonds
6-2-29		5000.Is	6-2-24	6%	Improvement Bonds
7-1-29		2000.Is	7-1-24	6%	Improvement Bonds
2-1-30		5000.s	2-1-23	5%	Street Paving Bonds
3-1-30	5000.s		3-1-20	5%	Public Utility Imp. Bonds
6-2-30		5000.Is	6-2-24	6%	Improvement Bonds
6-1-30		2000	6-1-25	6%	Grading and Curbing Bonds
7-1-30		2000.Is	7-1-24	6%	Improvement Bonds
2-1-31		5000.s	2-1-23	5%	Street Paving Bonds
3-1-31	6000.s		3-1-20	5%	Public Utility Imp. Bonds
6-2-31		5000.Is	6-2-24	6%	Improvement Bonds
7-1-31		2000.Is	7-1-24	6%	Improvement Bonds
2-1-32		5000.s	2-1-23	5%	Street Paving Bonds
3-1-32	6000.s		3-1-20	5%	Public Utility Imp. Bonds
6-2-32		5000.Is	6-2-24	6%	Improvement Bonds
7-1-32		2000.Is	7-1-24	6%	Improvement Bonds
2-1-33		5000.s	2-1-23	5%	Street Paving Bonds
3-1-33	6000.s		3-1-20	5%	Public Utility Imp. Bonds
4-1-33	2000.s		4-1-27	5 1/2%	Gas Plant Ext. Bonds
4-1-33	4000.s		4-1-27	5 1/2%	Water Works Ext. Bonds
4-1-33		3000.s	4-1-27	5 1/2%	Municipal Incinerator Bonds
4-1-33		1000.s	4-1-27	5 1/2%	Gaines St. Paving Bonds
4-1-33		2000.s	4-1-27	5 1/2%	Sewer Ext. Bonds
4-1-33		3000.s	4-1-27	5 1/2%	Storm Drainage Bonds
6-2-33		5000.Is	6-2-24	6%	Improvement Bonds
7-1-33		2000.Is	7-1-24	6%	Improvement Bonds
	\$39,000.	\$83,000.			

B. H. BRIDGES,
City Auditor and Clerk.

Additional Proposals On Pages 122 to 124

Financing the Sound Growth
of the
**SOUTH, SOUTHWEST
& WEST**

Many of the most important
and successful structures in
the South, Southwest and
West, have been financed
by first mortgage loans
underwritten by this
Company

If you require first mortgage financing
upon a proposed sound building project,
or if you wish to refinance income pro-
ducing property, in a city of over 35,000
population, in amounts from \$50,000
upward, we can be of valuable service.

FIRST NATIONAL COMPANY

INVESTMENT  DIVISION .

SAINT LOUIS

New Issue

November 17, 1927

General Cable Corporation

First Mortgage 5½% Sinking Fund Gold Bonds, Series A

Present Issue \$16,000,000

Dated July 1, 1927

Due July 1, 1947

Authorized and outstanding, Series A, \$16,000,000. Coupon bonds in interchangeable denominations of \$1,000 and \$500, registerable as to principal only. Principal and interest payable in New York City at the principal office of the corporate trustee. Interest payable January 1 and July 1 without deduction for Federal Income Tax not exceeding 2% per annum. Redeemable as a whole, or in part by lot, on any interest date on 30 days' notice, at 105 and accrued interest. The mortgage contains a provision regarding refund of the Pennsylvania Four-Mill Tax to holders of Series A bonds. Central Union Trust Company of New York, Corporate Trustee.

The mortgage provides for an annual sinking fund for Series A bonds of \$400,000, payable in equal semi-annual instalments commencing July 1, 1929, to be used to retire such bonds, by purchase at not exceeding 105 and accrued interest or, if not so obtainable, by redemption by lot at that price, but the company has the right to surrender Series A bonds at cost (not exceeding the redemption price) in lieu of cash payments to the sinking fund.

The company has agreed to make application to list these Series A bonds on the New York Stock Exchange.

The following information has been summarized by Mr. W. F. Field, Vice-President of General Cable Corporation, from his letter dated November 16, 1927, copies of which may be obtained upon request, and is subject to the more complete information contained therein:

BUSINESS

General Cable Corporation, a New Jersey corporation, formerly Safety Cable Company, has acquired the entire business and assets, and has assumed certain liabilities, of Rome Wire Company, Standard Underground Cable Company and Dudlo Manufacturing Corporation. These four constituent companies, manufacturers of copper wire and related products largely used in the electrical industry, rank among the oldest and most prominent manufacturers of their several lines of products in the United States. General Cable Corporation has also acquired the sheet mill and rod and wire mill, at Baltimore, Md., with appurtenant assets, formerly owned by Baltimore Copper Smelting and Rolling Company, and has assumed certain liabilities in connection therewith.

EARNINGS

Combined annual earnings of the properties and companies now owned by General Cable Corporation, for the four years ended December 31, 1926, including the results of operation of the sheet mill but not of the rod and wire mill (construction of latter completed in 1926) formerly of Baltimore Copper Smelting and Rolling Company, after depreciation adjusted to a uniform basis for all properties, and after eliminating bonuses and non-recurring charges (averaging together \$208,851 per annum for the four-year period), but before interest and Federal income taxes, have been certified by Messrs. Peat, Marwick, Mitchell & Co., public accountants, as follows:

1923.....	\$7,493,200
1924.....	7,872,963
1925.....	6,415,014
1926.....	5,681,470

Combined earnings as shown above averaged \$6,865,662 per annum for the four-year period, or approximately 7.8 times the maximum annual interest requirement of \$880,000 on the Series A bonds. Such combined earnings for the six months ended June 30, 1927 (a period during which unsatisfactory conditions existed in the industry), including the results of operation of the rod and wire mill, as certified by Messrs. Peat, Marwick, Mitchell & Co., were \$2,150,455, or at the rate of nearly 5 times the above maximum interest requirement.

SECURITY

The Series A bonds, in the opinion of counsel, are the direct obligation of General Cable Corporation specifically secured by first mortgage lien upon substantially all the land and buildings, and machinery and equipment thereon, owned by the company. The aggregate sound value of the properties subject to the mortgage, as severally and independently appraised for the different companies, together with subsequent additions at cost and with adjustments of depreciation on a uniform basis, to June 30, 1927, is in excess of \$30,000,000.

The Series A bonds are limited in principal amount to \$16,000,000. Additional First Mortgage Bonds of other series may be issued, under the restrictions set forth in the mortgage, for refunding and for permanent additions to be subjected to the mortgage.

ASSETS

The consolidated balance sheet of General Cable Corporation and wholly-owned subsidiaries, as at June 30, 1927, after giving effect to the acquisition of assets and the assumption of liabilities as above, to the recapitalization of General Cable Corporation and to other adjustments, as certified by Messrs. Peat, Marwick, Mitchell & Co., shows current assets of \$28,206,567 as compared with current liabilities of \$5,425,123. Net current assets alone, as shown, are equal to nearly one and one-half times the amount of the Series A bonds, and net tangible assets, after deducting all liabilities except the bonds, are \$50,120,071, or more than three times the amount of the Series A bonds. Fixed assets are included at approximately 80% of appraised sound value, adjusted to June 30, 1927.

PURPOSE OF ISSUE

The Series A bonds, together with \$15,000,000 par value of 7% Cumulative Preferred Stock, 400,000 shares of convertible Class A Stock without par value and 440,000 shares of Common Stock without par value, have been issued by General Cable Corporation in connection with the acquisition of assets as above outlined and the readjustment of its capital structure.

Of the total issue of \$16,000,000 Series A bonds, \$11,682,000 have been retained in part payment for assets. We offer the balance of \$4,318,000, subject to prior sale.

Legal proceedings have been approved by counsel and it is expected that delivery will be made on or about November 29, 1927, in the form of temporary bonds of the company.

Price 99 and accrued interest. To yield 5.58%

Dillon, Read & Co.

Kissel, Kinnicutt & Co.

\$2,000,000

Orleans Parish, Louisiana
ORLEANS PARISH SCHOOL BOARD
SCHOOL BONDS

Sealed proposals will be received by the Orleans Parish School Board of Orleans Parish, Louisiana, at its office, in the City of New Orleans, Louisiana, until 5:00 o'clock P. M.

DECEMBER 6, 1927

for \$2,000,000 School Bonds of said Orleans Parish School Board of Orleans Parish, Louisiana, dated December 1, 1927, bearing interest at the rate of four and one-half per centum per annum, payable semi-annually June 1st and December 1st, of the denomination of \$1,000 each, and maturing as follows, to-wit:

Dec. 1, 1936, \$29,000;	Dec. 1, 1937, \$30,000;	Dec. 1, 1938, \$32,000;
Dec. 1, 1939, \$33,000;	Dec. 1, 1940, \$34,000;	Dec. 1, 1941, \$36,000;
Dec. 1, 1942, \$38,000;	Dec. 1, 1943, \$40,000;	Dec. 1, 1944, \$42,000;
Dec. 1, 1945, \$44,000;	Dec. 1, 1946, \$46,000;	Dec. 1, 1947, \$48,000;
Dec. 1, 1948, \$50,000;	Dec. 1, 1949, \$52,000;	Dec. 1, 1950, \$54,000;
Dec. 1, 1951, \$56,000;	Dec. 1, 1952, \$58,000;	Dec. 1, 1953, \$61,000;
Dec. 1, 1954, \$64,000;	Dec. 1, 1955, \$67,000;	Dec. 1, 1956, \$70,000;
Dec. 1, 1957, \$73,000;	Dec. 1, 1958, \$76,000;	Dec. 1, 1959, \$80,000;
Dec. 1, 1960, \$84,000;	Dec. 1, 1961, \$88,000;	Dec. 1, 1962, \$91,000;
Dec. 1, 1963, \$95,000;	Dec. 1, 1964, \$100,000;	Dec. 1, 1965, \$105,000;
Dec. 1, 1966, \$110,000;	Dec. 1, 1967, \$114,000;	

Both principal and interest of the bonds will be payable in gold at New Orleans, Louisiana, or at New York City, N. Y., or at Chicago, Illinois, at the option of the holder. Said bonds will be coupon bonds, registerable as to principal only.

A tax at the rate of one and three-quarter mills on the dollar on the assessed valuation of all property within the City of New Orleans has been levied for the fiscal years 1927-1928 to 1967-1968, inclusive, to provide for the payment of the principal and interest of said bonds.

Each bid must be accompanied by a certified check upon an incorporated bank or trust company, made payable to the Orleans Parish School Board of Orleans Parish, Louisiana, in the amount of two per cent of the par value of the bonds bid for, which check is to be held by the School Board as evidence of the good faith of the purchaser of said bonds.

All bids must be unconditional, and no bid of less than par and accrued interest will be considered. The right is reserved to reject any or all bids. Bids must be made on the form furnished by the Orleans Parish School Board at its own expense. Delivery of said bonds will be made to the successful bidder on or about December 22, 1927, and the School Board will furnish the successful bidder, free of charge, with the opinion of Messrs. Thomson, Wood and Hoffman, of New York City, approving the validity of said bonds.

A. J. TETE, Secretary, Orleans Parish School Board
 Municipal Office Building, New Orleans, Louisiana

WE extend the facilities of our organization to those desiring information or reports on companies with which we are identified.

Electric Bond and Share Company

(Incorporated in 1905)

Paid-up Capital and Surplus, \$100,000,000

2 Rector Street

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BALTIMORE

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 Correspondence and interviews invited

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CORPORATE PREFERRED
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BALTIMORE COMMERCIAL BANK

GWYNN CROWTHER, President

26 South Street, Baltimore, Md.

Capital and Surplus \$1,350,000.00

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Corporations
Railroads

Financed**MARX & CO.****BIRMINGHAM ALABAMA****YOUNG & SELDEN COMPANY**

MANUFACTURING

Bank and Commercial Stationers**BALTIMORE, MD.**



PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS



Bids close December 29, 1927.

SEALED BIDS, in triplicate, subject to the conditions contained herein, will be received by the U. S. Veterans' Bureau, Room 791 Arlington Building, Washington, D. C., until 11 A. M. December 29, 1927, and then publicly opened, for furnishing all labor and materials and performing all work for Construction of Buildings and Utilities, including roads, walks and drainage, at U. S. Veterans' Hospital, Portland, Oregon. This work will include excavating, reinforced concrete construction, hollow tile, brick work, cast stone, marble work, floor and wall tile, iron work, steel sash, steel stairs, with slate treads; slate, metal and built-up roofing, roof ventilators, skylight, metal lathing, plastering, carpentry, platform scales, insect screens, metal weather strip, painting, glazing, hardware, plumbing, boiler plant, heating, steel oil tanks and oil burners, electrical work, electric elevators, refrigerating plant and outside sewer, water, steam, gas and electric distribution system. **SEPARATE BIDS** will be received for Building Construction, Plumbing, Heating, Steel Oil Tanks and Oil Burners, Electrical Work, Electric Elevators, Ice-Making and Refrigerating Plant and Radial Brick Chimney, all as set forth on bid form. Bids will be considered only from individuals, firms or corporations possessing satisfactory financial and technical ability, equipment and organization to insure speedy completion of the contract, and in making awards the records of bidders for expedition and satisfactory performance on contracts of similar character and magnitude will be carefully considered. At the discretion of the Director, drawings and specifications may be obtained upon application to the Construction Division, Room 791 Arlington Building, Washington, D. C. Deposit with application of a check or postal money order for \$100, payable to the **TREASURER OF THE UNITED STATES**, is required as security for safe return of the drawings and specifications within ten days after date of opening bids. **FRANK T. HINES**, Director, November 19, 1927.

Bids close December 5, 1927.

Highway Construction

Inverness, Fla.

Sealed proposals addressed to Board of County Commissioners, Citrus County, Inverness, Fla., and marked "Sealed Proposal," will be received until 2 P. M. December 5, 1927, to be opened immediately thereafter, for furnishing material, equipment and labor and constructing certain work approximately as follows:

6.20 miles of Highway Clearing and Grubbing, Grading, Paving Foundations, Drainage and Bridge Structures and Appurtenances between Inverness and Sumter County and known as the Rutland Bridge Road.

Each bid is to be on blank forms furnished by the Clerk, and is to be accompanied by a certified check or bid bond issued through a local agency by a bonding company qualified to do business in the State, made payable to Citrus County, for \$5000 or for 5 per cent of bid on any portion less than the whole.

Certified check or bid bond will be forfeited as liquidated damage if contract and bond are not executed within the time specified, if proposal is accepted; otherwise will be returned within ten days.

The right is reserved to reject any and all bids.

Plans and specifications may be seen after November 22 at the office of the Clerk and the offices of the Engineers, and specifications may be obtained from the Clerk upon payment of \$2 to cover cost of reproduction.

C. E. CONNOR, Clerk.

E. V. CAMP AND ASSOCIATES, INC.,
Consulting, Supervising and Testing
Engineers,
Atlanta, Ga.; Inverness, Fla.

RATE: 35 cents per line per insertion
PUBLICATION DAY: Thursday.

FORMS CLOSE: 4 P. M. Monday.

DAY LETTER: When too late to send copy by mail to reach us by 4 P. M. Monday, forward by day letter.

THE DAILY BULLETIN OF THE MANUFACTURERS RECORD:

Published every business day; gives information about the industrial, commercial and financial activities of the South and Southwest.

The Daily Bulletin can be used to advantage when copy cannot reach us in time for publication in the Manufacturers Record before bids are to be opened, or when daily publications are necessary to meet legal requirements.

The same rate applies—35 cents per line per insertion.

Bids close December 7, 1927.

Bridge Superstructure

Fayetteville, W. Va.

SEALED proposals will be received by the County Court of Fayette County, West Virginia, at the Courthouse in Fayetteville until 10 o'clock A. M. on the 7th day of December, 1927, and opened and read immediately thereafter, for the construction of Superstructure for Bridge over New River at Stone Cliff, West Virginia. The following span lengths:

- 1 90-foot Thru Truss.
- 1 190-foot Deck Truss.
- 1 90-foot Deck Truss.

Reinforced concrete floor, 20-foot roadway. Proposals will be received only upon standard forms in accordance with plans, specifications and estimates of quantities therefor, which standard forms, plans, specifications and estimates of quantities may be obtained from the County Road Engineer at Fayetteville, West Virginia.

Each proposal must be accompanied by a certified check in the amount of \$4000.

The right is reserved to reject any and all proposals.

THE COUNTY COURT OF FAYETTE COUNTY, WEST VIRGINIA.

By J. C. HURT, Clerk.

Bids close November 30, 1927.

Street Improvements

**DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS**

Baltimore, November 16, 1927.

Sealed Proposals, executed in duplicate, addressed to the Board of Awards, care of the City Register, will be received by him in his office until 11 A. M. Wednesday, November 30, 1927, to grade, curb and pave with Sheet Asphalt on Concrete Base the streets listed in Contract No. 442.

Contract No. 442

Sheet Asphalt 9850 square yards
Certified Check \$850

Specifications and proposal sheets and all other information can be obtained at this office, Room 207½ City Hall. A charge of \$10 will be required for specifications covering this contract, which charge will not be refunded.

The Board of Awards reserves the right to reject any or all bids. A certified check of the bidder on a clearing-house bank, drawn to the order of the Mayor and City Council of Baltimore, to the amount as recited in the specifications, must accompany each bid.

Bond in the amount of the contract price will be required of the successful bidder.

NATHAN L. SMITH,
Highways Engineer.

Approved:

C. F. GOOB.

Chief Engineer.

Approved:

WM. F. BROENING.

President Board of Awards.

Approved:

JOSEPH PATTI, JR.

Assistant City Solicitor.

Bids close December 15, 1927.

Highway

Baton Rouge, La.

Sealed Proposals will be received by the **LOUISIANA HIGHWAY COMMISSION** at their office in the Raymond Building, Baton Rouge, Louisiana, up to 11 o'clock A. M.

THURSDAY, DECEMBER 15, 1927, at which time and place they will be publicly opened, for paving the following Highway:

Federal Aid Project 154-A, Bossier Parish, Bossier City-Arkana Highway. Length, 12.935 miles.

Project 154-A begins at a point on the Shreveport-Minden Highway about one mile east of the Red River Bridge and extends through Brownlee and Vanceville to the north side of Fifth Street, in Benton. Width of pavement will be 20 feet and bids are invited for 2-inch Warrenite Bitulithic, 2-inch Bituminous Concrete (Modified Topeka Type) and 2½-inch Sheet Asphalt wearing surface on a 7-inch-5-inch-7-inch concrete base, 1:2.5:5 concrete, and for Reinforced Concrete Pavement 8-inch-6-inch-8-inch of 1:2:3:5 concrete.

Information as to the location, character of work, extent and class of material, terms of payment, regulations governing manner of submitting proposals and executing contract may, on application, be obtained at the office of the Louisiana Highway Commission, Raymond Building, Baton Rouge, Louisiana. Plans and specifications may be inspected at the office of the Commission in Baton Rouge, or will be furnished upon receipt of \$5.00 as payment therefor, not to be refunded. Each bid shall be submitted on a form furnished by the Commission and shall be placed, together with the proposal guaranty, in a sealed envelope so marked as to indicate its contents without being opened. This envelope shall then be placed in another, which shall be sealed and addressed to the **LOUISIANA HIGHWAY COMMISSION, REYMOND BUILDING, BATON ROUGE, LOUISIANA.**

FRANK T. PAYNE, Chairman,

LOUISIANA HIGHWAY COMMISSION.

NICHOLLS W. BOWDEN,

State Highway Engineer.

Bids close December 6, 1927.

Storm Sewers

Laredo, Texas, November 12, 1927.

Sealed proposals will be received by the City Council of the City of Laredo, Texas, until Tuesday, December 6, 1927, at 7:30 o'clock P. M. and then publicly opened and read, for furnishing materials and constructing Storm Sewers and appurtenances, consisting of the following approximate quantities:

- 5700 Cu. Yds. Earth Excavation.
- 10 Cu. Yd. Rock Excavation.
- 420 Lin. Ft. 24-inch Pipe.
- 510 Lin. Ft. 18-inch Pipe.
- 4115 Lin. Ft. 15-inch Pipe.
- 4995 Lin. Ft. 12-inch Pipe.
- 30 Manholes.
- 20 Cu. Yds. 1-2-4 Concrete.
- 1050 Lbs. Reinforcing Steel.

And necessary accessories.

Each bid will be accompanied by a certified check for Two Hundred (\$200) Dollars, drawn in favor of the City Treasurer of Laredo, Texas. Plans and specifications may be seen at the office of the City Engineer, 211 Alexander Building, Laredo, Texas.

The city reserves the right to reject any or all bids.

(Signed) **ALBERT MARTIN**, Mayor.

Attest:

(Signed) **A. R. GARCIA,**

City Secretary.

Bids close December 12, 1927.

Water Mains and Appurtenances

Towson, Md., November 8, 1927.

Sealed Proposals, addressed to the County Commissioners of Baltimore County and endorsed bids for excavation and the laying of water mains and appurtenances thereto, in "ROSEMONT AND ENGLISH CONSUL, Contract 14-W and 15-W; STONELEIGH, GRAY MANOR AND FALLS ROAD, Contract 16-W and 17-W; SOLLERS POINT ROAD, TURNERS STATION AND MIDDLE RIVER, Contract 18-W and 19-W," will be received at their office in the Courthouse, Towson, Maryland, until 11 A. M., Eastern Standard time, on December 12, 1927 next, when they will be publicly opened and read.

Approximate list of quantities of Contract No. 14-W (Excavation and Refill):

- 10,680 Lin. Ft. earth excavation and refill for 6-inch pipe.
- 4,205 Lin. Ft. earth excavation and refill for 8-inch pipe.
- 3,315 Lin. Ft. earth excavation and refill for 12-inch pipe.
- 175 Cu. Yds. Class "A" rock excavation and earth refill.
- 125 Cu. Yds. Class "B" rock excavation and earth refill.
- 75 Cu. Yds. Class "C" rock excavation and earth refill.
- 25 Cu. Yds. miscellaneous and test pit earth excavation and refill.

Miscellaneous items, including cinder, gravel and concrete repaving.

Approximate list of quantities of Contract No. 15-W (Pipe Laying):

- 11,805 Lin. Ft. laying 12-foot lengths 6-inch mains, valves and fittings, lead joints.
- Alternate bid, leadite joints.
- Alternate bid, 16-foot lengths, lead joints.
- Alternate bid, 16-foot lengths, leadite joints.

- 4,650 Lin. Ft. laying 12-foot lengths 8-inch mains, valves and fittings, lead joints.
- Alternate bid, leadite joints.
- Alternate bid, 16-foot lengths, lead joints.
- Alternate bid, 16-foot lengths, leadite joints.

- 3,665 Lin. Ft. laying 12-foot lengths 12-inch mains, valves and fittings, lead joints.
- Alternate bid, leadite joints.
- Alternate bid, 16-foot lengths, lead joints.
- Alternate bid, 16-foot lengths, leadite joints.

9 Placing fire hydrants.

Miscellaneous items.

Approximate list of quantities of Contract No. 16-W (Excavation and Refill):

- 7,400 Lin. Ft. earth excavation and refill for 6-inch pipe.
- 3,400 Lin. Ft. earth excavation and refill for 8-inch pipe.
- 475 Lin. Ft. earth excavation and refill for 10-inch pipe.
- 6,600 Lin. Ft. earth excavation and refill for 12-inch pipe.
- 500 Lin. Ft. earth excavation and refill for 16-inch pipe.
- 300 Cu. Yds. Class "A" rock excavation and earth refill.
- 200 Cu. Yds. Class "B" rock excavation and earth refill.
- 200 Cu. Yds. Class "C" rock excavation and earth refill.
- 25 Cu. Yds. miscellaneous and test pit earth excavation and refill.

Miscellaneous items, including cinder, gravel and concrete repaving Lump Sum Crossing N. C. R. R. tracks on Falls Road.

200 Lin. Ft. excavating trench, furnishing and laying 8-inch Vit. pipe.

Approximate list of quantities of Contract No. 17-W (Pipe Laying):

- 8,182 Lin. Ft. laying 12-foot lengths 6-inch mains, valves and fittings, lead joints.
- Alternate bid, leadite joints.
- Alternate bid, 16-foot lengths, lead joints.
- Alternate bid, 16-foot lengths, leadite joints.
- 3,313 Lin. Ft. laying 12-foot lengths 8-inch mains, valves and fittings, lead joints.
- Alternate bid, leadite joints.
- Alternate bid, 16-foot lengths, lead joints.
- Alternate bid, 16-foot lengths, leadite joints.

525 Lin. Ft. laying 12-foot lengths 10-inch mains, valves and fittings, lead joints.

Alternate bid, leadite joints.

Alternate bid, 16-foot lengths lead joints.

Alternate bid, 16-foot lengths, leadite joints.

7,270 Lin. Ft. laying 12-foot lengths, 12-inch mains, valves and fittings, lead joints.

Alternate bid, 16-foot lengths, lead joints.

Alternate bid, 16-foot lengths, leadite joints.

Alternate bid, leadite joints.

1,103 Lin. Ft. laying 12-foot lengths 16-inch mains, valves and fittings, lead joints.

Alternate bid, leadite joints.

Alternate bid, 16-foot lengths lead joints.

Alternate bid, 16-foot lengths, leadite joints.

15 Placing fire hydrants.

Miscellaneous items.

Approximate list of quantities of Contract No. 18-W (Excavation and Refill):

5,550 Lin. Ft. earth excavation and refill for 6-inch pipe.

300 Lin. Ft. earth excavation and refill for 8-inch pipe.

12,870 Lin. Ft. earth excavation and refill for 10-inch pipe.

3,560 Lin. Ft. earth excavation and refill for 12-inch pipe.

300 Cu. Yds. Class "A" rock excavation and earth refill.

200 Cu. Yds. Class "B" rock excavation and earth refill.

100 Cu. Yds. Class "C" rock excavation and earth refill.

25 Cu. Yds. miscellaneous and test pit earth excavation and refill Lump Sum Crossing Pa. R. R. tracks at Middle River.

528 Lin. Ft. excavating trench, furnishing and laying 8-inch Vit. pipe.

Miscellaneous items, including cinder, gravel and concrete repaving.

Approximate list of quantities of Contract No. 19-W (Pipe Laying):

6,050 Lin. Ft. laying 12-foot lengths 6-inch mains, valves and fittings, lead joints.

Alternate bid, leadite joints.

Alternate bid, 16-foot lengths lead joints.

Alternate bid, 16-foot lengths, leadite joints.

300 Lin. Ft. laying 12-foot lengths 8-inch mains, valves and fittings, lead joints.

Alternate bid, leadite joints.

Alternate bid, 16-foot lengths lead joints.

Alternate bid, 16-foot lengths, leadite joints.

13,210 Lin. Ft. laying 12-foot lengths 10-inch mains, valves and fittings, lead joints.

Alternate bid, leadite joints.

Alternate bid, 16-foot lengths lead joints.

Alternate bid, 16-foot lengths, leadite joints.

3,955 Lin. Ft. laying 12-foot lengths 12-inch mains, valves and fittings, lead joints.

Alternate bid, leadite joints.

Alternate bid, 16-foot lengths lead joints.

Alternate bid, 16-foot lengths, leadite joints.

248 Lin. Ft. laying 12-inch pipe on brackets furnished by Commissioners on Middle River Bridge.

248 Lin. Ft. covering 12-inch pipe on Middle River Bridge.

22 Placing fire hydrants.

Miscellaneous items.

Each bid, excavating and laying, must be separately totaled and each accompanied by a certified check for one thousand (\$1000) dollars, payable to the County Commissioners, as a guarantee that the successful bidder will sign the contract.

A bond for an amount equal to the amount of the bid of a surety company satisfactory to the Commissioners will be required of the successful bidder. A copy of the Specifications, Plans and Drawings will be furnished prospective bidders on receipt of a certified check for Twenty-five (\$25) Dollars, refund of which will only be made upon receipt of a bona fide bid and return of the specifications and drawings to the office of the Chief Engineer of the Baltimore County Metropolitan District within ten (10) days after the opening of bids and award of the contract.

No specifications or drawings will be issued after Thursday, December 8, 1927. Specifications and drawings can be seen at the office of the Chief Engineer of the Baltimore County Metropolitan District, Towson, Maryland, after November 21, 1927.

Consideration will be given bidders' experience (must be stated in or attached to the bid), financial standing and reputation for having done successful work of the kind specified without controversy or litigation, and the Commissioners reserve the right to reject any or all proposals or bids, or proposals or bids that contain items exceedingly high or low, or to accept any proposal or bid or parts of bids, or to separate the bid for excavation and refill from laying of the pipe and setting hydrants, or to award the contract to one bidder or divide it among several bidders, or to waive technicalities, as they may deem best for the interest of the county.

By order of the Board.

JOHN R. HAUT, Chief Clerk.

A. E. WALDEN, Chief Engineer.

Bids close December 6, 1927.

Water-Works System

Colonial Heights, Va.

P. O. Petersburg, Va.

Sealed proposals will be received by the Town of Colonial Heights, Virginia, for furnishing all labor, purchasing all materials and equipment and constructing a Water-Works System, as per plans of Engineers, in and for the Town of Colonial Heights until 3 P. M. December 6, 1927, at which time they will be opened and read publicly.

The principal items of work are approximately as follows:

- 5,424 Lineal Feet 12-inch Class "B" Cast-Iron Pipe.
- 19,524 Lineal Feet 6-inch Class "B" Cast-Iron Pipe.
- 216 Lineal Feet 12-inch Class "A" Cast-Iron Pipe.
- 595 Lineal Feet Old 4-inch Cast-Iron Pipe; take up, haul and store.
- 340 Lineal Feet Old 4-inch Cast-Iron Pipe; take up and relay.
- 15.4 Tons Cast-Iron Specials.
- 30 Connections, old Pipe to New Cast-Iron Mains.
- 400 Lineal Feet Concrete Pavement; take up and replace.
- 30 Water Service Connections; change from old to new mains.
- 52 Steamer Connection Fire Hydrants.
- 1 Set Hydrant and Valve Wrenches.
- 8 12-inch H. E. Gate Valves.
- 31 6-inch H. E. Gate Valves.
- 11 4-inch H. E. Gate Valves.
- 6 2-inch Screwed Gate Valves.

SHIPPING POINT, PETERSBURG, VIRGINIA.

P. O. Address, Colonial Heights, PETERSBURG, VIRGINIA.

Construction bids must be accompanied by a certified check on a bank satisfactory to the town officials, or a bidder's bond acceptable to the town officials, for five (5%) per cent of the amount of bid, drawn to the order of the Town of Colonial Heights, Virginia, which will be forfeited to the town in event the town accepts bid and bidder fails to execute contract and surety bond within ten days after award. Checks or bonds of unsuccessful bidders will be returned to bidders.

All bids must be made on blanks furnished by Engineers and will be compared on basis of the Engineers' estimate of the amount of work to be done. Copies of specifications and bid blanks may be obtained from the Engineers or Town Clerk on receipt of \$5.00 deposit, which amount will be returned to bona fide bidders.

Plans may be seen at the office of the Engineers or the office of the Town Clerk, or a set will be furnished by the Engineers upon payment of \$5.00, which amount will NOT be returned.

The right is reserved to reject any or all bids, or to award contract to any bidder or bidders in part or as a whole, as considered to the best advantage of the town.

TOWN OF COLONIAL HEIGHTS, VA.

By GEO. N. JAMES, Mayor.

C. W. MOORMAN, Clerk.

J. B. McCRARY ENGINEERING CORP.,
Engineers,
Atlanta, Georgia.

Bids close December 19, 1927.

Sanitary Sewer System

Avon Park, Fla.

Sealed proposal for furnishing material and constructing sanitary sewers, sewage-disposal plant and a sewage pumping station for the City of Avon Park, Florida, will be received by the City Council at the City Hall until two (2) P. M. December 19, 1927.

The work will consist of approximately 3.5 miles of sanitary sewers, sizes 6 in., 8 in., 12 in. and 15 in.; 1.5 miles of 10-in. cast-iron force main, sewage pumping station and disposal plant.

Each proposal must be accompanied by a certified check, payable to the City of Avon Park, Fla., to an amount equal to five (5%) per cent of the bid as a guarantee that the contract will be entered into if awarded. A bond of one hundred per cent (100%) of the contract price will be required. Payments will be made in cash on monthly estimates.

Plans and specifications are on file in the office of the City Clerk and City Engineer at Avon Park, Fla., and with Wiedeman & Singleton, Engineers, 1404 Candler Building, Atlanta, Georgia.

Bidders may obtain copies of specifications from the Engineers or the City Clerk by enclosing certified check for fifteen (\$15) dollars, payable to the City of Avon Park. If blueprints are desired, they may be had at the cost of printing. If plans, specifications and blueprints are returned within thirty days after opening bids, the check for fifteen dollars will be returned.

WILLIAM KING, Mayor.

E. P. LACEY, City Engineer.

LOUISE BROWN, City Clerk.

WIEDEMAN & SINGLETON,

(Successors to Paul H. Norcross),

Engineers,

1404 Candler Building,

Atlanta, Georgia.

Bids close December 15, 1927.

Dredging and Rock Removal at St. Lucie Inlet, Florida

Stuart, Fla.

Office of Board of Commissioners of Martin-St. Lucie Counties Improvement District, in Martin and St. Lucie Counties, Florida, Stuart, Florida.

Sealed bids will be received here until 2 P. M. December 15, 1927, and then publicly opened, for dredging and rock removal at St. Lucie Inlet, Florida. Further information on application to this office or to the office of Gilbert A. Youngberg, Chief Engineer, 21 Laura street, Jacksonville, Florida. Specifications and drawings upon request and deposit of \$10.

Bids close December 8, 1927.

Electric Passenger Elevator

Lafayette, La.

The Police Jury of the Parish of Lafayette, La., will receive sealed bids at 10 o'clock A. M. in its office on December 8, 1927, on one electric passenger elevator, special cab construction, with complete installation.

Plans and specifications may be had from William T. Nolan, Canal Commercial Bank Building, New Orleans, Louisiana.

GEO. CROUCHET,

Secretary Police Jury,
Lafayette Parish, La.

Bids close December 14, 1927.

Courthouse and Jail

CHEROKEE COUNTY COURTHOUSE

Canton, Ga.

Sealed proposals will be received on or before 12 o'clock noon, Central time, December 14, 1927, at the Bank of Canton, Georgia, for the following work and under the following rules and conditions:

The building is to be located on the property of the county, located in Canton, Ga., at the northwest corner of North Main Street and North Church Street, and is to be a modern reinforced concrete frame building, with brick and marble enclosing walls, two stories and basement in part and four stories and basement in part. The building will cover an area on the ground of approximately 93 feet by 82 feet; otherwise as described in complete detail in plans, specifications and bid blank.

Bids will be received upon the following work, as more specifically shown and specified by the plans and specifications:

1—General Contractor's work (including mechanical work).

2—Jail work.

Plans and specifications for the above, together with bid blank, can be secured from A. Ten Eyck Brown, Architect, 717-20 Forsyth Building, Atlanta, Ga., upon deposit of a certified check for \$10, this check to be retained until the return of the plans and specifications in complete shape to the Architect. Plans and specifications, together with copy of contract, to be signed by successful bidder, showing the extent and character of the work to be done and the terms and time of payment, bond to be required, etc., are on file with said Architect and in the office of the Commissioner of Roads and Revenues of Cherokee County, Georgia, and are hereby referred to for a more detailed statement.

All bids to be considered must be received on or before 12 o'clock noon, Central time, December 14, 1927, and must be submitted on blanks to be furnished by the Architect covering formal items as called for by the specifications; each bid must be accompanied by a certified check for 2% of base bid,

payable to E. A. McCanless, Chairman, as agreed liquidated damages in case the low bidder fails to sign contract and make proper bond.

The form of contract to be used will be that of the American Institute of Architects, Fourth Edition, 1925, as approved by the National Association of Builders.

All bids should be addressed to Mr. E. A. McCanless, Chairman Board of New Courthouse Commissioners, Canton, Ga., with the contents of each bid plainly marked on cover.

The right is reserved to reject any or all bids.

COUNTY OF CHEROKEE, GEORGIA.
By the New Courthouse Commissioners of Cherokee County; E. A. McCanless, Chairman thereof, and W. E. Reece, Clerk; R. Olin Fincher, Commissioner of Roads and Revenues of Cherokee County, Ga.

Bids close December 1, 1927.

Municipal Dock

Punta Gorda, Fla., November 1, 1927.

Sealed proposals will be received at the City Hall at Punta Gorda, Fla., up to two (2) o'clock P. M. on the first (1st) day of December, 1927, for the furnishing of all labor and material and for the construction of a Municipal Dock, Channel and Turning Basins. Bids shall be made on the basis of the successful bidder accepting Ten (10) Year, Seven (7%) Per Cent Time Warrants at Par Value in payment for the work done.

The principal quantities involved are approximately as follows:

26,000 cu. yds. Dredged Excavation (Spoiled).

47,000 cu. yds. Dredged Embankment Fill. 910 lin. ft. Steel Sheet Piling Bulkhead.

94 cu. yds. Reinforced Concrete.

20,000 ft. B. M. Bulkhead Timber in Place.

5,700 sq. yds. Pavement.

All bids will be compared on the basis of the Engineer's estimate of the quantity of work to be done.

A certified check on a bank satisfactory to the city officials in the sum of 5% of the amount bid, and made payable to the City of Punta Gorda, Fla., must accompany each proposal.

Plans and specifications are on file and may be examined at the office of the City Manager, and may be secured upon application and the payment of the sum of Ten Dollars (\$10).

The city reserves the right to reject any or all bids and award the contract in part to one or more bidders as considered to their best interests.

CITY OF PUNTA GORDA, FLORIDA.

D. F. SMOAK, Mayor-Commissioner.

C. K. DODD, City Manager.

Additional Proposals On Page 118

**CLASSIFIED OPPORTUNITIES****MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES****LIMESTONE DEPOSITS**

FOR SALE—Limestone Deposits, unlimited supply, near Hawkinsville, Ga.

ROBT. S. ANDERSON,
Hawkinsville, Ga.

GYPSUM MINE

FOR SALE—Gypsum mine near Havana, Cuba. Finest quality, reasonable price; also small and large tracts of land near Havana suitable for subdivision purposes or trucking.

BEERS & COMPANY, Realtors,
Havana, Cuba.

SILICA SAND

FOR SALE—Sand at Pitt. Thousands of yards of sharp sand testing 99.6 and higher, pure silica. Two miles from R. R. and eight miles from deep water. Price is right. In Florida. No. 6831, Manufacturers Record.

RATES AND CONDITIONS

Rate 30 cents per line per insertion. Minimum space accepted, four lines. In estimating the cost allow seven words of ordinary length to a line. When the advertisement contains a number of long words proper allowance should be made. Terms: Invariably cash with order; check, postoffice or express order or stamps accepted. No display type used. Questionable or undesirable advertisements will not be accepted. The assistance of our readers in excluding undesirable advertisements is requested. We reserve the right to refuse any advertisement. No patent medicine, oil or mining stock advertisement accepted. Rate for special contracts covering space used as desired within one year as follows: 100 lines, 28c per line; 300 lines, 26c per line; 500 lines or more, 25c per line.

MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES**COLONIZATION LAND**

COLONIZATION TRACT—50,000 acres surrounding county site of Baldwin County, Ala.; one of the most fertile and best advertised counties in South; \$10 per A. Terms. J. D. Clark, 416-17 Meaher Bldg., Mobile, Ala.

TIMBER AND TIMBER LAND

TIMBER LAND FOR SALE—Northwestern Arkansas; 7000 acres virgin hardwood, oak, hickory, ash, walnut, gum and lin.; 50% tillable land, cut 25,000,000 feet; \$7.50 per acre. F. H. SCHOENBECK, 7 N. Sixth St., Fort Smith, Ark.

FOR SALE—Hardwood timber in tracts of 2000, 4000, 6000, 26,000, 50,000 acres. Each finest grades forked leaf white oak, red oak, ash and hickory. Mill sites, Investments, Bargains. Geo. M. Brasfield, Trenton, Tenn.

MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES

TIMBER OPERATION
REAL BARGAIN CAN BE HAD IN THIS 40 to 50 Million feet Pine and Cypress Timber, New Band Mill, Tram and Locomotives and all other Equipment required to operate Sawmill. Plant is less than year old and can be sawing lumber in five days. For sale at Half Price to close partnership. OTHER TIMBER TRACTS AND LARGE TRACTS OF CUTOVER SOUTHERN LANDS.

F. L. GIBSON,
Thomasville, Georgia.

FARM, FRUIT AND TRUCK LANDS

FLORIDA

"FLORIDA BOUND."

If you enjoy Life, you'll Love FLORIDA; "everybody" is going to FLORIDA this season—some for its Superb Climate, others to make safe and solid investments now, while it's still "bargain time," and return later to live; others to buy an inexpensive little home, Poultry Ranch, Truck Farm or Grove and "take life easy." We can "fit you up." Send today for booklet and list. TAMPA-WEST COAST REALTY CO. (INC.), Realtors, Opp. P. O. "Since Before the War," Tampa, Florida.

LOUISIANA

FOR SALE—At a sacrifice, \$3.75 per acre, 1952 acres of land; two forty-acre cuts of land in cultivation, a residence on one of the forties, a fairly good lot of pine and oak. This land joins the Bohemian Colony; it's well served with two highways; the Holloway and Deville road runs through this property. Bayou Flaggon furnishes plenty of water the year 'round. The oil lease will sell for as much as we are asking for the land in fee; it's situated eight miles from Alexandria, Louisiana; it's a wonderful piece of land for producing fruit and truck of all varieties, such as strawberries, potatoes, sweet potatoes, cantaloupes, watermelons, peanuts; in fact, anything. Come and see for yourself; see what the Bohemians have done. Kindly remember, this land in fee at \$3.75 per acre; all land adjoining this sells for \$25 per acre. If you don't believe this is a cheap proposition, wire any bank or banker in Alexandria, Louisiana, and ask them if this is an absolute bargain and see what they say. We only have a reasonable length of time to dispose of this property; first come, first served. E. M. SHUMAKE, Real Estate, Box No. 267, Alexandria, La.

NORTH CAROLINA

If Interested

FOR HOME OR FOR INVESTMENT

In the great and rapidly developing STATE OF NORTH CAROLINA, especially in its leading city, Charlotte, or in a Southern Cotton Mill or Southern Mill Stocks, write to

F. C. ABBOTT & CO.,
Realtors and Investment Bankers
Nearly thirty years in Charlotte.

TEXAS

WE CONTROL 2,000,000 acres of land in South Texas; 10,000-20,000 acres, \$20 acre. Wanted colonizers, capital to finance; millions profits. Agent, 211 West Craig, San Antonio, Texas.

"TEXAS 'WINTER GARDEN' LANDS."

A subdivision in 20-40 acre tracts, cleared and irrigated; suitable for Citrus Fruits, Winter Vegetables, Staple Crops. Reasonable prices. INVESTIGATE our proposition TODAY.

BERMUDA LANDS COMPANY, Realtors,
501-4 Houston Building,
San Antonio, Texas.

BUSINESS OPPORTUNITIES

FINANCIAL ASSISTANCE WANTED.

Reliable party wanted who will assume all expenses incident to obtaining patent rights for steel office equipment and appliances and copyrights and accept stock in sales corporation to be organized in return for outlay. No activity necessary. No risk, as full protection will be granted. Address No. 6817, care of Manufacturers Record.

LOUISIANA

Going Building-Material Business in one of the fastest-growing cities of the South at a reasonable price. Reason for selling other interests; cannot give full time to this business. For particulars address No. 6823, care of Manufacturers Record, Baltimore, Md.

BUSINESS OPPORTUNITIES

FOR SALE—Contingent manufacturing rights on a thin-shell, hollow-cement tile made by pouring (casting) cement, etc., into heated patented machines. The U. S. Government purchased machines and manufactured over 1,000,000 tile for its own use in Panama. Unlimited market all over country. Cost of 8x12x12 four-cell tile, 1-inch shell, will not exceed 8½ cents. Machine and product manufacturing rights will be given in limited territories. For further information regarding territories open, etc., address ALBERT PAULY, 1331 K street N. W., Washington, D. C.

GAME PRESERVE

FOR SALE—Game preserve of 6000 acres, located five miles from the Atlantic Ocean on the coast of South Carolina. Property on the Inland Water route to Florida; 24 hours by rail from New York. Only few miles from Atlantic Coast Highway. Numerous game preserves owned by Northern Capitalist nearby. Ducks and Quail in abundance. Only large game preserve left this section. About 400 acres fine trucking land, cleared and ditched, ready for planting. Reached by tracks of Seaboard Air Line Railroad, Atlantic Coast Line nearby. Conceded to be one of the warmest truck farms in South Carolina. Property has been cultivated for several years without interference to the game. First time this property has been offered for sale as a game preserve. Write, wire or telephone

D. Q. TOWLES,
Meggetts, S. C.

BUSINESS AND INVESTMENT PROPERTIES

FOR SALE—Four-story brick building, 100x150, on lot 150x200, in business center of city, suitable for storage of 600 autos; 20% on investment; easy terms. P. O. Box 653, Chattanooga, Tenn.

INDUSTRIES WANTED

FREE FACTORY SITES

Financial assistance. We own over 3500 acres of land, located on 4 trunk-line railroads; high-tension electric line, 2 water mains, State concrete highway; within 1 mile of Nansemond River, where 2 bridges are now under course of construction. Send for location map, which shows the property relative to Norfolk, Portsmouth, Suffolk and Hampton Roads. Correspondence solicited.

NANSEMOND INDUSTRIAL CORPORATION

P. O. Box 438, Arcade Building,
Norfolk, Virginia.

INDUSTRIAL PLANTS

FOR RENT—Modern daylight factory building, Fredericksburg, Va.; 10,000 sq. ft. floor space; good opportunity. Address inquiries to the Secretary, PHILIP N. STERN, Fredericksburg, Va.

FOR SALE OR RENT—A good two-story brick building for overall or garment manufacturing plant, 50 ft. x 100 ft., on Main street, Troy, N. C. Town of 2000. Plenty of good, satisfied help; paved streets and sewerage; good climate. Piedmont section. Call at BANK OF MONTGOMERY, Troy, N. C.

FOR SALE—At Norlina, N. C., one-story frame building, 100 by 200 feet, built-up roof, located on main line Seaboard Railroad and Federal Highway route; one spur to building. Built nineteen twenty-two. Cost approx. Eighteen Thousand. Will sacrifice. P. O. Box 75, Norlina, N. C.

FACTORY SITES

IN BALTIMORE CITY—154,638 square feet of land, fronting on Belair Road, Vonderhorst and Sinclair avenues. Several immense well-built brick buildings. Former plant of Wilson Distillery Company. Close to main line of B. & O. For Sale cheap. If you can utilize this plant, it's a snap. Write, wire or phone W. K. Singleton, 5520 Connecticut avenue, Washington, D. C. Phone, Cleveland 2300.

FACTORY SITES

FOR SALE—360 acres, situated 8 miles from business center of Atlanta; about 3000 feet railroad frontage; suitable for large industries and their village sites.

CRAIG COFIELD, Oakland, Florida.

SAN ANTONIO, TEXAS—For Sale, excellent piece of trackage warehouse property, 225 ft. on M. K. & T. tracks, 200 feet deep, near depot. Consideration \$15,000. Diemann Construction Co., 306 E. Commerce street, San Antonio, Texas.

RICHMOND, VA., gateway to the South, is now attracting both new and old enterprises of large proportions and capital. We can offer on both sides of James River sites of most any size for factory or warehouse, with or without trackage, with facilities for electric power and lights. Local transportation general over territory for 10 to 20 miles. Five trunk-line railroads to all points of compass; direct steamers to New York, with New England connections. Climate for all-year work. Labor plentiful and of good spirit. Consult us if interested in this section. RICHMOND TRUST CO. (Capital \$1,000,000.) Real Estate Department, Richmond, Va.

TAMPA, FLORIDA—the logical distributing point. HARRIS TERMINALS—fully equipped with railroad tracks on both the Seaboard and Atlantic Coast Line railroads.

We solicit your inquiries for WAREHOUSE and FACTORY sites. Prices and terms reasonable. HARRIS REALTY CO., Realtors, 105 W. Cass St., P. O. Box 585, Tampa, Florida.

PATENTS

FOR SALE—Cheap, for cash, several paying patents. Parties wishing address

J. B. BRADLEY
71 N. W. 11th Terrace Miami, Florida.

PATENT ATTORNEYS

PATENTS—Booklet free. Highest references. Best results. Promptness assured. WATSON E. COLEMAN, Patent Lawyer, 724 Ninth St. N. W., Washington, D. C.

PATENTS--TRADEMARKS--COPYRIGHTS Charlotte Office convenient to South. PAUL B. EATON, Registered Patent Attorney, 406 Independence Building, Charlotte, N. C., and 903 Grant Place N. W., Washington, D. C.

PATENTS--TRADEMARKS--COPYRIGHTS Write for our free Guide Books and "RECORD OF INVENTION BLANK" before disclosing invention. Send model or sketch and description of your invention for our inspection and instructions free. Terms reasonable. Highest references. VICTOR J. EVANS & CO., 712 Ninth, Washington, D. C.

INVENTORS—Send sketch or model of your invention for opinion concerning patentable nature and exact cost of applying for Patent. Book, "How to Obtain a Patent," sent free. Gives information on Patent procedure and tells what every inventor should know. Established 25 years. Chand-lee & Chandlee, 412 Seventh St. N. W., Washington, D. C.

COLLECTION

WE COLLECT Accounts, Notes, Claims anywhere in U. S. and Canada. No charges unless collected. Es. 25 years; bank ref. May's Collection Agency, Somerset, Ky.

BETTER COLLECTION METHODS

See how one credit manager collected an almost hopeless account, and received an additional cash order, with the following letter, from debtor:

"We have before us a letter from you that we think is an indication that you are a real Credit Manager. In fact, in all the years we have been doing business we have never received one that hits the nail on the head as this one of yours."

This letter reformed the customer into a good-paying account. Many other testimonials.

A series of six collection letters. \$2.50 cash for the six letters. Thoroughly tested.

Send order to "Better Collection Methods, Box 605, High Point, N. C."

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ENGINEERING REPORTS on resources of cities and towns. Recommendations for industrial development made by specialists in locating industries.

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Builders' Building Charlotte, N. C.

AGENCIES WANTED

AGENCIES—DEALERS.
Territories for sale of steel windows open in many parts of the United States. Write us for particulars. ALLISON STEEL PRODUCTS COMPANY, Chester, Pa.

MANUFACTURER'S AGENT
traveling Mississippi south of A. and V. R. R. solicits responsible accounts on commission basis.

W. T. COSBY,
Hattiesburg, Miss.

MANAGING PROPRIETOR of manufacturers' agency, representing nationally advertised building specialties, desires change of location. Will purchase interest or all of well-established agency; references furnished. No. 6827, care Manufacturers Record.

SITUATIONS WANTED

BUILDING CONTRACTOR'S SUPERINTENDENT, estimator and general assistant, C. E. graduate, ten years' experience, wants permanent connection in South. Prefer salary plus percentage arrangement. Address No. 6832, care of Manufacturers Record.

DISTRIBUTORS WANTED

DISTRIBUTORS for a highly recognized line of interior and exterior Structural Plastics. A real proposition for the dealer who controls or can develop volume business. Address No. 6824, care Manufacturers Record.

REPRESENTATIVES WANTED

DISTRICT SALES MANAGERS wanted in Atlanta, Ga.; Birmingham, Ala.; Greensboro, N. C.; Gastonia, N. C.; Scranton, Pa.; Hazleton, Pa.; Wilkes-Barre, Pa., by large Gear and Machine manufacturer; prefer Engineers having one or two other accounts of similar nature. State past experience, salary desired and full particulars in first letter. Address No. 6833, care of Manufacturers Record, Baltimore, Md.

MEN WANTED

PLASTER SALESMEN or others calling on the Building Trade to handle a high-class line of Structural Plastics on a most liberal commission arrangement. Address No. 6825, care of Manufacturers Record.

WANTED—Purchasing Agent for Steel Company in Eastern Pennsylvania. Reply, No. 6829, care of Manufacturers Record, Baltimore, Md., stating age, experience and salary desired.

SALESMAN WANTED—Our proposition offers greater earning possibilities to the real salesman than is offered to him in most any other line. A credit and collection service with a bonded recovery obligation. American Security Credit Company, General Offices, St. Louis, Mo.

IF YOU ARE OPEN to overtures for new connection and qualified for a salary between \$2500 and \$25,000, your response to this announcement is invited. The undersigned provides a thoroughly organized service, of recognized standards and reputation, through which preliminaries are negotiated confidentially for positions of the caliber indicated. The procedure is individualized to each client's personal requirements; your identity covered and present position protected. Established seventeen years. Send only name and address for details.

R. W. BIXBY, INC.,
103 Downtown Bldg., Buffalo, New York.

SALESMAN

High-grade, with experience selling power-plant specialties. Acquaintance with executives or buyers in industrial field necessary. Every industrial and public institution, hotel, office building, every building and structure are prospects. The entire line are proven producers and backed by a Surety Bond, guaranteeing satisfaction. A permanent, profitable position, with 100% co-operation. Thorough training given. Exclusive territory. Write complete details. Replies confidential.

THE NORTH AMERICAN FIBRE
PRODUCTS CO.,

Cleveland, Ohio.

CONTRACT WORK WANTED

DEPENDABLE COMPANY, with 45 years' experience, operating well-equipped and extensive plant consisting of Pattern Shop, Foundry, Machine Shop, Forge and Structural Shop, supported by skilled mechanics and capable engineers, wants connection with reliable consulting and contracting Engineers and others who desire a plant to manufacture Machinery and Equipment to meet their requirements. Plant facilities suitable for the manufacture of light or heavy units. Grey Iron and Semi-steel castings up to 40,000 lbs.; Brass and Aluminum up to 1000 lbs. Address No. 6796, care of Manufacturers Record, Baltimore, Md.

LUMBER FOR SALE

SEND US INQUIRIES for Steam Kiln Dried Soft Yellow Pine Finishing, rough and dressed; Shed Stocks, Casings, Base and Mouldings. Mixed cars a specialty. Cochran Lumber Company, Cochran, Georgia.

TIMBERS AND PLANK

FOR SALE—Oak or Cypress structural and railroad timbers and plank cut to order, Poplar and Gum Squares or dimensions. Inquiries solicited.

UNITED TIMBER & LUMBER CO.,
Memphis, Tenn.

MACHINERY AND SUPPLIES

14x30 TIMBER SIZER (1 only). 1 18x42 and 14x36 left-hand Corliss Engine. This machinery is in fine condition, and we are going to sell it at some price, as we need the space.

DILLON SUPPLY COMPANY,
Raleigh, N. C.

FOR SALE

1 Type K-2 1-yd. Link-Belt shovel, slightly used, good as new, serial No. 1124 convertible, have all attachments. 1 1-yd. Page, class "C." Dragline bucket, new. 1 ¾-yd. Blaw-Knox clamshell bucket, slightly used. Priced right. Link-Belt Co., Day Ave. and Grapeland Blvd., Coconut Grove, Miami, Fla.

ICE-MAKING AND REFRIGERATING MACHINERY—New and rebuilt. Our prices on new Waynesboro Refrigerating equipment and Household Electric Refrigerators very low. Buy direct from the manufacturer. All sizes. Get our prices on your requirements. GEISER MANUFACTURING COMPANY, "Department E," Waynesboro, Pa.

TRANSFORMERS FOR SALE—Immediate delivery, low price; 6 General Electric, Type H, 10 K.V.A. Also for delivery about January 1, 3 General Electric, Type H, 25 K.V.A.; 3 Pittsburg Transformer Co., 10 K.V.A.; 2 Pittsburg Transformer Co., 5 K.V.A.; 1 Westinghouse, Type S, 7½ K.V.A.; 1 General Electric, Type H, 3 K.V.A. All are 2300-230/115 volt, complete with hangers, oil and cut-outs and in first-class condition; 14 Pellet Oxide Film Lightning Arresters, G. E. Cat. No. 2515514 G. 1. Address H. F. STARK, Calderwood, Tenn.

Notice of Proposal to Sell Valuable Municipal Electric Light Plant.

The City Council of the City of Kinston, North Carolina, will receive offers for its valuable municipal electric light plant, together with franchise to do business in the City of Kinston, at a meeting to be held in the City of Kinston at City Hall at 7.30 P. M. on Monday, December 12, 1927.

Prospective purchasers are invited to submit seal bids for plant, franchises, rates for power and lighting to consumers, including street lighting for the City of Kinston.

The City of Kinston will require from each bidder a certified check, drawn to order of City of Kinston, upon some Bank or Trust Company in the amount of \$100,000 as evidence of good faith.

The City Council of the City of Kinston reserves the right to reject any and all bids made.

For further particulars, address the undersigned.

W. A. MITCHELL, Mayor.
W. B. COLEMAN, City Clerk.

FOR SALE

Plant C, Formerly of the American Manganese Steel Company

17 acres of land, adjoining Penn Seaboard Steel Co., 500 feet fronting along Delaware river. Main building 62x624 feet. Four steel converters, three cupolas, three electric cranes. Complete power plant. Terms to suit purchaser who will operate any line of business.

Apply to S. S. Deemer, Owner New Castle, Del.
Bell Phone 5

MOST COMPREHENSIVE INFORMATION AVAILABLE

C. H. Wetterau, Vice-President, American National Bank, Nashville, Tennessee, writes in reference to the 1927 Blue Book of Southern Progress: "The writer believes it to be the most comprehensive information of its kind available. The progress of the South as shown by your book is a revelation even to we of this section who are interested and somewhat informed."



Hold the WATCH on It!

Check it up with tachometer and stop-watch! Goodrich "1788 Highflex" is the ideal belt to reduce slippage and insure uniform speed on every type of machinery in which close speed-regulation is an important factor.

Although built of heavy, hard-woven canvas which enables it to handle the heaviest loads, "1788 Highflex" bends so easily—because of its "free edge" foldless construction—that better contact and minimum slippage are assured, even on small pulleys.

This greater flexibility—and greatly reduced stretch—minimize shut-downs and burnt-out bearings. It's the belt for long life and minimum cost—specify "1788 Highflex" for your most difficult drives, and all your other drives!

THE B. F. GOODRICH RUBBER COMPANY
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Free bending of ply on ply.
No folds in the fabric.
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Made of strongest belt duck—50% less stretch.
Compact weave of fabric gives better anchorage—fasteners won't pull out.
Not affected by atmospheric changes.
Longer life.
Send for folder of valuable horse-power and pulley data.

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"1788 Highflex" Belt



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IN the vitally important matter of new plant construction, directors and other interested executives like the satisfying assurance that their project is in capable hands—their interests fully protected by the skill and reputation of a responsible organization.

Austin handles the complete project—design, construction and equipment—with one organization under one contract which guarantees in advance the total cost, completion date, and quality of materials and workmanship.

That leaders of the nation’s business approve The Austin Method is indicated by the repeat contracts awarded for industrial plant projects of every type and size.

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The Austin Company of California: Los Angeles and San Francisco The Austin Company of Texas: Dallas

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